THE MARINE RECORD

ESTABLISHED 1878

VOL. XIX. NO. 24. CLEVELAND—JUNE 11, 1896—CHICAGO. $2 PER YEAR. 10c. SINGLE COPY

A BOON TO HUMANITY.

Fairplay, of London, prints the following very pertinent remarks concerning the bright thought of an English builder, in arranging a smooth and graceful christening. We think we have seen the same device resorted to in certain lake shipyards on great occasions for a few years past:

When a woman is about to shy a stone at an object—say a predatory hen in the front garden plot—the safest place for any spectator of the exciting event, according to some bachelor cynic or other, is close to the hen! Something of this sort must have been present to the mind of the gentleman responsible for the christening arrangements at a recent Clyde launch, where the conventional gaily decked bottle of——? was cunningly poised and held in suspension by a sort of pendulum device, so that the officiating lady could not, even by the wildest of wild shots, miss the "spot"—*e. g.*, an area of 100 square feet or so—intended to receive the impact of the bottle and the resultant spirituous sprinkling. The device works well; the bottle, suspended by the usual ribbon from deck, is held poised until, when released, it swings "straight as an arrow from the bow,'- and smashes against the vessel by its own momentum. Shipowners and shipyard managers, therefore, may now breathe freely when at the prow of the goodly ship about to be conveyed to her native element. No longer will it be necessary for a gallant, but secretly tremulous manager, to chalk a St. Andrew's cross on the ship's plating, and with abated breath say to the fair marks-woman, "Somewhere near there will do," only to find that the bottle at the critical moment curvets round in front of the stem, and on the back swing comes whack against the plating on the opposite bow, sending splinters of glass and showers of liquor over the unwary spectators on the off-side. The brilliant and beneficent inventor of the great device for preventing all this does not intend applying for letters patent. He magnanimously foregoes all monetary reward, and presents the devce free gratis to all fellow-suffering managers.

COAL FROM THE COAST.

The Philadelphia Record has worked up unwarranted enthusiasm over the fact that the whaleback steamer Joseph L. Colby and four barges, which are now on their way to the lakes, were chartered to carry 5,500 tons of hard and soft coal for delivery at Montreal. The paper says:

A broader market for Pennsylvania coal, both anthracite and bituminous, is opened up by a contract which was signed recently. The new field is Canada, a large part of which has hitherto depended for its supply on the inferior coal of Cape Breton, and the venture is especially interesting because the product of Pennsylvania's mines is to be transported across the border by means of whalebacks and barges. A good deal of American coal now crosses to Canada by rail by way of Niagra Falls, and this will be first serious attempt to build up a large traffic by water.

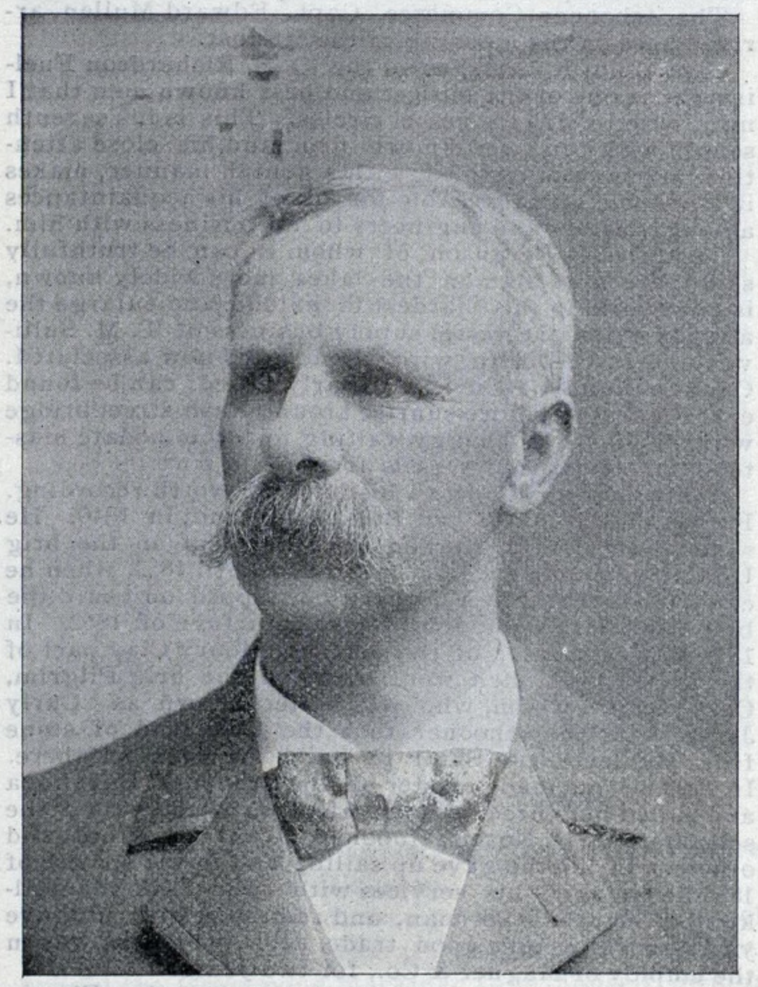
The distance from Philadelphia to Montreal by water is about 2,000 miles, including the run up the St. Lawrence river, and it is probably the longest run ever made by a steamer towing a heavy fleet of barges astern. This will also be the first attempt to send American coal in barges to a foreign country.

A paper so carefully edited as the Philadelphia Record should see that the advantages in such a trade as that outlined above would be so overwhelmingly in favor of the railroads that vessels would have no show in a regular trade of this description. The Colby and her tow needed ballast on their way to the lakes, and could well afford to take low freight, as it would practically be clear money to them. They are probably lucky in obtaining a single charter of this discription, as the coal is to be carried as far as the boats can get along with cargo. There is no danger of the trip being made, however, with the coal freight as the only inducement.

MARINE RECORD Life Savers' Series.

CAPT. GEORGE W. PLOUGH.

Capt. George W. Plough, keeper of the U. S. life-saving station at Sand Beach, is one of the older men of the service, although he has not remained on duty continuously. Capt. Plough was born in Toledo in 1850. His father removed to Alpena when young Plough was only eight years old, and engaged in fishing. His son, when not in school, accompanied him, and thus cultivated his natural love for the water. When only twelve years of age he operated a ferry-boat—a small skiff across Thunder Bay River. His father sent him to the State Normal school at Ipsilanti, Mich., intending him for a teacher; but while the youth learned rapidly and received an education that has since been of great advantage, the life of a pedagogue had few attractions, and



CAPT. GEORGE W. PLOUGH.

young Plough returned to the Lake Huron fisheries, remaining there up to the time of his appointment as keeper of Ottawa Point station, where he remained in charge six years. After this time Capt. Plough, who had married meanwhile and was raising a family, resigned and went to Alpena to secure for his children the proper school advantages. He was appointed to the Sand Beach station in 1888. The Sand Beach crew is one of those most frequently called into service, on account of the many craft that engage in the cross-lake trade, as well as the better known and larger fleet trading up and down the lakes. The crew has gone the entire distance to Port Huron, by round-bout courses, since the station was established.

Capt. Henry Cleary, keeper of the U. S. life saving Station at Marquette, is remodeling for his own use a steam launch, which he bought at a Oshkosh, Wis., lately.

SUEZ CANAL ANNUAL REPORT.

According to the report of the Suez Canal Company, presented at the annual meeting on Tuesday of last week, the transit receipts in 1895 were 78,426,000 fcs., or 4,299,000 fcs. above those of 1894, and surpassed only by those of 1891. The French and Italian expeditions to Madagascar and Abyssinia furnished 2,126,000 fcs. of this sum. Owing to a reduction in subsidiary and increased expenditure in dredging and on the redemption of bonds, the year's net increase stands at 3,172,000 fcs. The increased traffic has enabled the directors, while proposing a dividend of 71½ fcs. or, with interest, 92½ fcs. net, to assign 3 per cent. to the reserve fund, and to increase the annual allotment for renovation. The balance from the last issue of 25,000 obligations will meet the outlay on new works to be continued during 1896. The year's traffic comprised 3,434 ships of 8,448,383 tons, producing a revenue of 75,934,000 fcs., while the 216,938 passengers produced a revenue of 2,169,000 fcs., making with accessory receipts, a total of 78,426,000 fcs. It was the first transit of 250 of the ships. Three thousand two hundred and sixty-six passed through by night. The average duration of the transits was 16 hours 18 minutes, being a reduction of 23 minutes. Of the ships 2,318 were English, 314 German, 278 French, 192 Dutch, 78 Italian, 72 Austrian, 57 Norwegian, 39 Russian, 36 Turkish, 33 Spanish, 5 American, 3 Portuguese, 2 Chinese, 2 Egyptian, 2 Japanese, 2 Swedish and 1 Danish. Of the military passengers 47,166 were French, 29,837 English, 14,618 Turkish, 10,675 Italian, 8,860 Russian, 3,194 Dutch, 1,794 Spanish, 1,334 German, 1,096 Portuguese, 35 Austrian and 26 Chinese. There were 74,878 civilian passengers, and 23,421 pilgrims and emigrants.

NOTES.

THE Clyde shipbuilders launched during May 33 vessels aggregating 22,000 tons, a falling off compared with last year of 26,000 tons. The fresh work secured reaches only 8,000 tons, as contrasted with 35,000 tons for last May.

THE flags to be hoisted at one time in signaling at sea never exceed four. It is an interesting arithmetical fact that, with 18 various colored flags, and never more than four at a time, no fewer than 78,642 signals can be given.

THE Dutch court having given judgment in favor of the North German Lloyd in their suit against the steamer Crathie, of Aberdeen, for damages arising out of a collision with the Elbe, the Crathie will be sold at Rotterdam next month by order of the court.

A NEW portable search-light been put upon the market. It weighs less than 15 pounds, which permits its being carried without fatigue, or it can be supended by a chain and operated by the officer of the watch. With 15 amperes of current at 45 volts pressure, small objects, such as spar bouys, three fourths of a mile distant, can be easily made out, while sails have been seen three miles away.

AT the annual meeting of William Cramp & Sons Ship and Engine Building Co., held in Philadelphia on May 28th, the following board of directors were chosen: Charles H. Cramp, Thomas Dolan, Clement B. Griscom, Henry Seligman, Wm. H. Barnes, Henry W. Cramp, Samuel Dickson, Ernest Thalman, Morton McMichael. The new board met at once and elected the following officers: President, Charles H. Cramp; Vice-President and Treasurer, Henry W. Cramp; Secretary and Auditor, John Dougherty; Assistant Secretary and Treasurer, Theodore W. Cramp.

NEWS AROUND THE LAKES.

BUFFALO.

THE "STRIKE OF THE UNEMPLOYED"—COAL SHIPMENTS GOOD—TROUBLE AMONG THE PASSENGER BOATS WILL NOT OCCUR THIS YEAR—NEWS FROM THE WELLAND CANAL.

Special Correspondence to The Marine Record.

BUFFALO, June 9.

Permit me at the outset, to pitch into the people who are making me trouble by pretending that there is a strike on the Buffalo docks. After denying anything of the kind as positively as possible by wire and in every other way I received by mail a bundle of clippings from a Buffalo paper filled with a statement that the "strikers" marched up Main street and called on the mayor. Certainly such a pilgrimage was performed one day last week. It was a sort of Coxey's army, not a man in the lot being in any employ, according to good authority. At the same time the regular scoopers and stevedores on the docks were at work without interuption. There has never been a week or a fortnight when so many reports have gone out from here of fast work on the docks as during the last. Boat after boat has exceeded any time she has ever made and the Plankinton broke the record of the port, for that matter. This "strike" business is the work of a newspaper, trying to hurt another newspaper and it has failed miserably, as it should.

Business is good here. The coal shippers complain that rates are too high, but they are getting off the average amount of coal. Grain receipts fell off somewhat last week, but they are already better and will improve right along for some time. Ore still comes down in moderate quantities and lumber is slow, but there is enough of all sorts to keep the whole port busy.

I went to Port Colborne Saturday and found business there so far much better than last season. The water was 13 feet 9, though the boats were not allowed to pass through drawing more than 13 feet 6. The upbound cargoes of coal to date numbered 59, which is nearly twice that of last season and the size average larger. Other traffic is on a par with coal. Carter Bros. are about to start out after the schooner G. W. Davis, which went down with coal off Peacock Point, this side of Long Point last fall. They will pump out the coal and leave the vessel, as it is 40 feet down and would not be much of a prize if afloat. They have not yet sold the burned steamer Fairbank, but have a customer for her.

A meeting of deck hands was held Monday, June 1 when the question of organizing a union was discussed. The deckhands want an increase of from $15 to $20 per month. There were only about twenty-five men at the meeting and nothing was done.

Henry E. Davis, assistant superintendent of construction of the U. S. Life Saving Service, was in Buffalo last week. He is making a tour of the stations in the 9th district for the purpose of making estimates of proposed improvements at some of them.

The steamer Simon Langell took a perch on one of the abutments of the International bridge last Sunday in the most unaccountable manner. She had the good luck to drop her tow before trying to go down the river, or there might have been more trouble. When the captain found that the boat paid no attention to the helm he tried to back out of the scrape, but merely made out to back over towards the Canadian shore and lodge her middle on the rip-rap of the abutment, where she swung till lightered and pulled off next day, having been pinioned there about 24 hours. She had lumber for Tonawanda.

The old fight of the excursion boats with the freighters at the foot of Main street is off this season, so far at least, and when the big Northern Line passenger boats get here a little management is enough to put them into line. By the new plan the boats all have their place on the dock front, and there is no disputing or crowding. If all interests had done what they could to accommodate there would have been very little to complain of to begin with.

I saw Mr. Patterson, of the Byng Inlet Lumber Co., here today. He speaks of his company as a new one with a mill that will do its best to hold Canadian logs at home till they are converted into boards. He estimated that about 20,000,000 feet of logs have already crossed to Tawas and other Michigan ports and that 100,000,000 reet will go during the season.

The launch of the steam yacht Enquirer at the Union dry-dock Saturday drew out a crowd of about 3,000 people in spite of the hot weather. The boat will be finished in about a fortnight and then she will bear inspection along with anything that floats in these parts.

The dry-docks have been short of work of late, but the Mills dock now has the steamer St. Louis to repair and the Union yard has put the excursion steamer Shrewsbury and Harrison, both ocean boats, in order.

Ore carriers who have heard of the difficulties in getting up to the Buffalo furnace "around the horn" will please not come to the conclusion that there is anything radically wrong with that passage. There used to be a bad reef, there and it is just in the work of removing it that the unevenness that always attends all dredge and drill work shows. In a short time the lumps will be gone and then the channel will be as deep as any going.

The professional canal agitator has been about again. They say you can make a person sign his name to a petition to hang him and the way the positive statements the of wretched condition of the canal came out while the agitator was here went far to prove the charge. One of the papers published a column of complaints of rocks, low water and eel grass and added that there were places on the tow path where mules had to wallow in the mud up to their bellies, when the fact was that the country was engaged in drying up. Canal insurance people say they have fewer accidents with more business than for several seasons.

The report made early in the season that the prospect of a decided falling off in coal shipments to Lake Michigan on account of the cutting into the trade by the cheap rail rates, does not materialize yet, and not appear likely to. Rates to Chicago are higher than to Duluth, as compared with last season, and shipments are fully as much in that direction as ever.

JOHN CHAMBERLIN.

CHICAGO.

THE "DISASTER" TO THE VIRGINIA A VERY TAME AFFAIR—EVENTFUL LIFE OF CAPT. "JIMMIE" FERGUSON.

OFFICE OF THE MARINE RECORD,
CHICAGO, June 10.

The small fore-and-aft schooner Mary A. McGregor ran into the Goodrich Transportation Co.'s steamer Virginia last Thursday afternoon between 5 and 6 o'clock off Milwaukee in a dense fog. The schooner's jibboom struck the bulwarks of the steamer just forward of the after gangway and knocked a small hole in them and then scraped the bulwarks slightly as she slid off and went astern of the steamer. Of the 200 passengers on board only a few were aware that the accident had happened.

The steamer Raleigh, loaded with grain and drawing about 16 feet, when going down the river last Friday morning, brought up on the La Salle Avenue tunnel. The tug Robert Tarrant soon released her. Officers in command of vessels, heavy laden, going up or down the river should keep as near as possible the middle of the river at this spot and thereby save trouble and expense.

The schooner Commerce, Capt. Edward Mullen, arrived here on the morning of the 5th inst.

Capt. John Roberts, with the O. S. Richardson Fueling Co. is one of the busiest and best known men that I meet with in strictly vessel circles. This is his seventh season with this well-known firm, and his close attention to business, coupled with a genial manner, makes it profitable and agreeable for all of his acquaintances among masters and engineers to do business with him.

Capt. James Ferguson, of whom it can be truthfully said there is no man on the lakes more widely known, is now working his hardest to extend and enlarge the already extensive vessel supply business of T. M. Sullivan and D. C. Degan, with whom he is now associated. Captain Jimmy, as he is familiarly called, can be found every morning before sunrise around Rush street bridge with his horse and buggy waiting to accommodate masters and stewards of vessels arriving in port.

Captain Ferguson has a history well worth recording. He was born in 1883 at Belfast, Ireland, in 1846. He sailed out of that city on her first trip on the brig Undine and continued on salt water until 1852, when he came to Oswego, N. Y., where he shipped on board the brig Algomah, Capt. John Barrow, in June of 1852. In 1854 he was master of the schooner Henry Clay part of the season, and then went mate on the brig Pilgrim, Capt. John Gorham, who was better known as "Curly Jack," and the schooner took the first load of stone from Malden to the Sault to build the first lock there. In 1866 he was made master of the schooner Cuyahoga and sailed her three seasons, after which he sailed the schooners G. D. Norris, Hoboken, Frank Crawford, and others. In 1879 he gave up sailing and in the spring of 1880 he engaged his services with John Ford the well-known meat-market man, and remained with him five years, working up a good trade, after which he was in the employ of Magner & Co., for two years.

J. J. Rardon & Co., chartered the steamer Phenix for corn to Port Huron at 1¼c, and for wheat from Port Huron to Buffalo at 1½c; steamers City of London and Pasadena for oats to Buffalo at 1¼c.

Capt. John Prindiville chartered the steamer Norwalk for corn to Port Huron and the schooner Emily B. Maxwell for corn to Collingwood, both at 1⅜c.

James A. Calbick & Co. chartered the steamer Adella Shores for corn to Ogdensburg at 3c; the steamer John Spry and consort Johnson for lumber, Ashland to Chicago at $2.

H. W. Cook & Co. chartered the steamer Westover and consort Bliss for corn to Port Huron at 1⅜c; schooner George Boyce for oats to Port Huron as 1¼c; W. H. Wolf for oats to Buffalo at 1¼c; C. H. Starke for oats to Port Huron at 1¼c; Aztec and Zapotec for corn to Prescott at 3c.

The L. M. & L. S. splendid steel steamer Manitou will make her first trip this season between this port and Duluth, which will be her first appearance at the latter port. She will leave Chicago on the 20th. After her return from Duluth she will run on her regular route between Chicago and Mackinaw City, commencing her first trip on June 30.

The steamer City of Kalamazoo, of the H. W. Williams Line, arrived on her first trip this season on Saturday morning last. She had been delayed in getting out of South Haven in consequence of low water, which the government dredge has now succeeded in making deeper. The Williams Line steamer will in future have their passenger dock office and waiting room at the northwest end of Rush street bridge.

On Tuesday grain freights were down to 1¼c on corn and 1⅛c on oats to Buffalo. There is good reason to suppose that rates will rise in a few days as receipts of all kinds of grain are very good.

The hull of the schooner Clipper City, which had been sunk in the north branch of Chicago river at the foot of Blackhawk street for some years past, and had become a menace to navigation, was raised with the assistance of "Scotty" the well-known diver, who patched her up so that she could be pumped out and raised. She was towed down the river and out into Lake Michigan Monday afternoon by the tug Brown and was beached at the foot of Chicago avenue by the direction of Harbor Master Moore, who accompanied her to her last resting place. The Clipper City was built in 1854 at Manitowoc. She was of fine yacht-like model, fore-and-aft rigged and carried a square foretopsail and top gallant sail: When in good trim she could give many a larger schooner a long stern chase.

THOMAS WILLIAMS.

DETROIT.

CUSTOMS OFFICER COWAN, AT WINDSOR, SUPERANNUATED—NEW EXCURSION VENTURES.—THE TUG CHAMPION.

Special Correspondence to The Marine Record.

DETROIT, June 10.

Vesselmen the length of the lakes will be interested to hear that Miles Cowan, for forty-one years in Her Majesty's Customs at Windsor, and for years acting collector of customs there, has been superannuated. Mr. Cowan was unique for his perfect courtesy and unfailing firmness, as well as for the liberality he constantly displayed in small matters when arbitrary power might be used if so desired. Mr. Cowan has seen the commerce of the Great Lakes grow from infancy to be the greatest in the world, and enjoys a wide and universally pleasaat acquatntance among vessel men. Mr. Cowan has proved himself one of those rare exceptions, a model customs officer.

Some Detroit capitalists have obtained control of the resort formerly known as Des-kre-shos-ka, eight miles below Detroit, and are fitting it up as a family resort. The yacht Roberta will make seven daily trips from the foot of Bates street, Detroit, during the watering season.

The Delta Lumber Co. intend bringing five rafts from Georgian Bay during this summer. The contract for towing has been let to the Saginaw Bay Towing and Wrecking Co.

Chief Clerk Colbert, of the marine postoffice, reports that the work of the office during May was nearly one-half the volume shown by all five months the service was in operation last season, nineteen-twentieths of it being the reception and delivery of letters. Here it is: Received from main office—letters, 12,533; telegrams, 21; registered letters, 4; specials, 5; weather reports, 2,325; total, 14,888. Delivered—letters, 11,673; weather reports, 2,325; registers, 2; specials 5; total, 14,024. Received from boats—letters, 4,650; telegrams, 25; specials, 3; total, 4,678.

Mr. N. B. Conger, of the Weather Bureau, is now snugly settled in his new suite of offices in the southwest corner of the top floor of the new Union Trust Building. The suite consists of a large observation room, map room, Mr. Conger's private office, and vault, giving him about 400 feet more floor space than before, which will be needed for the new printing outfit necessitated by the use of the chalk-plate process for printing weather maps, which will be introduced sometime in July. All the instruments exposed on the roof of the building are in place, and all are new. The flag staff stands on the southwest corner of the roof, and the electric night signals will be displayed from the southwest corner. The red light is of 128 and the white of 64 candle-power, just double that of the old signals. These lights will undoubtedly be visible to the naked eye far into Lake St. Clair, and a long distance down the river, thereby greatly increasing the efficiency of the service.

Charles A. Chamberlin has had the tug Champion, formerly owned by the Grummond estate, put in dry-dock at Port Huron for general overhauling to her bottom. The famous old tug has had a thorough rebuild, and with what was good in the old tug being added to the new, is now in fine condition, and again takes her place as one of the most powerful tugs on fresh water. She is chiefly intended to tow rafts, but is also so equipped that a little while anytime will transform her into a wrecker of the first order.

McC.

DULUTH AND SUPERIOR.

HOW THE NEW APPROPRIATION WILL BE EXPENDED—CAPACITY OF THE TWO NEW WHALEBACKS.

Special Correspondence to The Marine Record.

DULUTH, June 9.

The official statement of the carrying capacity of the two new additions to the American Steel Barge Company's fleet, the Frank Rockfeller and barge 137, were forwarded to the New York office Monday. The equiva-

lent of the steamer's cargo of ore was 121,333 bushels of wheat and 100 tons of fuel on a 14-foot draft of water, while the consort on the same draft with fuel and water would take 132,000 bushels of wheat. The actual cargo of the 137 on her draft of 12 feet 10 inches, was 3,471 tons of iron ore, equivalent on a 14-foot draft to 3,970 tons.

The Christopher Columbus ripped one of the rigs and considerable of the superstructure in the vicinity of the rig off the Northwestern coal dock at the foot of Fifth avenue upon her return from the excursion the other afternoon. The vessel was in tow of the tug Carrington and the wind and a slip of the tow line were responsible for the accident. The nose of the Chris projected over the structure and the dock proper was not injured. The vessel was damaged slightly. There were about 1,000 excursionists aboard, but the accident caused no excitement.

The expenditure of the regular appropriation for this year will be made in continuing the 16-foot channel project. The depth has been secured so far as the 16-foot project is concerned at the head of the lakes, but the width has not been accomplished, and the Duluth appropriation will be largely expended in widening the channel on the north side of St. Louis bay and the Superior appropriation along the dock line between West Superior and Old Superior. The old dyke will be removed this year, which is an obstruction in Duluth harbor. The work of removal will be commenced this year at least, though it may not all be removed before the elose of the season. Another thing which Major Sears will take in hand is the matter of securing to the government a clear title to a strip of land on either side of the Duluth canal and on the Wisconsin side of the Superior entry. The City of Duluth has never carried out fully the agreement with the government with regard to the strips of property on either side of the Duluth entry and condemnation proceedings will be commenced in the United States supreme court. It was lately discovered that the government does not have a title to the property on Wisconsin Point upon which the lighthouse keepers' dwelling is located, though at the time the building was erected it was supposed the government owned the land. This was an error of the Lighthouse Board. The government has a clear title to a certain amount of property on the Minnesota point end at the Superior entry, and now it is proposed to clear the whole matter up, including the Wisconsin point propositions.

With regard to the expenditure of $3,000,000 in Duluth and Superior harbors, Major Sears will aim from the start at as full an accomplishment of the 20-foot project as possible. The first year, which will be next year, that this money will be available the expenditure will be directed to the deepening of the main channels to 20 feet and depth rather than width will be attained. Major Sear says in order to secure the greatest length of 20-foot channel the first year the width may not be sufficient for vessels to pass, but that turn out places will be provided. The work will start from the two entries and continue to harbor basins at either end and to the gate which is the passage between Connors' and Rice's points. The continuous contract system and the large appropriation for the head of the lakes harbor to be expended within four years from next July will have the effect of hurrying the deepening of the slips and entrances to them within the dock lines Before the end of the present season the 20-foot channel project between Lake Superior and Lake Erie will be realized and Duluth will immediately feel the need of an equal depth of water in the harbor here.

CLEVELAND.

IMPORTANT MEETING OF THE RIVER AND LAKE FRONT COMMISSION—OPENING THE HEAD OF THE OLD RIVER BED DISCUSSED.

CLEVELAND, June 11.

The River and Lake Front Commission held a meeting Monday afternoon, and decided to begin legal action to open a passage into the breakwater front at the head of the old river bed. The city has the Lake Shore Rrailroad Co. to fight in order to do this, but it seems to be the purpose of the board to get a better bargain out of the railroad company in other localities in consideration of an abandonment of all claims at the head of the old river bed. A drawbridge at this point would seriously hamper the operators of the road by bottling up an important part of its switching territory the sentiment seems to be that the concessions which the city desires on and near the main river are more valuable to the vessel interests than would be an opening so far up. The city has been instructed to prepare plans of the territory.

The subject of the widening of the river from the Lake Shore bridge to the Central Viaduct was taken up and the mayor impressed the commission with the necesity of opening the negotiations with property owners. It was decided that the mayor should appoint committees to confer with the property owners and if possible agree to some financial basis for the securing of the property. The mayor added that in a great many instances the property owners are willing to come to terms, but in some cases the city will be compelled to go to court and institute appropriation proceedings.

John Stang, of Lorain, was awarded the contract by Col. Jared A. Smith, June 1, for constructing a pier extension some 250 feet in length by 50 feet in width, from the end of the present 100-foot pier at the buoy house in Sandusky Bay, to a point where the water is deep enough to be navigable by a lighthouse tender. The work will cost some $3,100.

While Mr. J. C. Gilchrist is not particularly communicative on the subject, gossip has it that he paid $13,500 for the schooners Moonlight and Kent, in addition to the tow bill from Marquette to Cleveland.

Mills & Carlton have purchased 3,000,000 feet of the Diamond Match Co.'s piece stuff.

SHOCKING DEATH OF STEPHEN B. GRUMMOND.

Special Correspondence to The Marine Record.

DETROIT, June 10.

On Friday evening, the 5th, occurred a shocking accident, which resulted in the death of one of Detroit's foremost young vessel owners, Stephen B. Grummond, second son of the late Capt. S. B. Grummond. The young man left his office at 3 p. m. and went to the eastern part of the city to see a baseball game, and in attempting to board a moving car on the way home, was thrown under the wheels and almost instantly killed. He was 30 years old and unmarried. Stephen B. Grummond was born at No. 405 Seventh street, Detroit, in 1866, and attended the Barstow public school here. Later he went to the Kenyon Military College, in Ohio, and from there he went to Media, Pa., where he spent three years in preparing for Yale. He spent two years at Yale, leaving to assist his father in the office. For

THE LATE S. B. GRUMMOND.

some time he also acted as clerk on the steamers Flora, Atlantic and State of Michigan.

On his father's death two years since Stephen took hold of the line as the general manager, and last winter bought the Grummond-Mackinac Line himself, owning it at the time of his death. He was a member of Christ Episcopal Church. On Monday the remains were interred at Elmwood Cemetery from the Little Chapel, at 2:30 p. m., in the presence of his family and a large number of friends. His sister Grace was in London, Eng., at the time of his death. Rev. Dr. Charles, of Prenton, an old friend of the family, officiated at the burial. Mr. Grummond was a member of the M. A. A., the Michigan Yacht Club, and the Michigan Club. In politics he was a staunch Republican.

His brother, U. Grant Grummond, formerly general passenger agent of the line, will now assume the duties of general manager in addition to his own.

Stephen B. Grummond was a hard student, and remarkable for his application to study as a boy. He paid strict attention to business and his loss will be widely felt. Mc.

The claim of Capt. Delpier, of Toledo, for $20,000, placed with the British government on account of the seizure of his garbage scow by the Petrel, has been referred to the Canadian authorities.

TWENTY FEET DRAFT THROUGH THE SAULT.

Lieut. J. B. Cavanaugh, Corps of Engineers, U. S. A., writes THE RECORD as follows, in response to a letter of inquiry:

"The work on the twenty-foot channel at Sailors' Encampment is being vigorously pushed, and it is expected that a part of the channel will be thrown open to the use of vessels by August 1, the date set for the opening of the new 800-foot lock. The work at the Vidal Shoal will give a wider and better channel but will add nothing to the available depth, as there is already a channel past this obstruction.

"The limiting depth which can be carried through the 800-foot lock (American) after August 1, will be determined by the sill of the movable dam, which will not be removed this season. This limiting depth is about 16 feet."

The depth of water of the miter sill of the Canadian lock is about twenty feet, so that vessels loading to that depth, or at least to nineteen feet, making due allowance for low water, can navigate the Sault with safety after that date. The full benefit of this will not be felt until the improvement is completed through Detroit River. It will, however, wipe out the difference between Lake Superior and Lake Michigan draft.

One trade which will be immediately benefited is the ore-carrying from Two Harbors and other Lake Superior ports to South Chicago. The immense loads which can now be carried between Escanaba and the Calumet will be equaled by the cargoes to be taken thither from the head of the lakes, and instead of the rate to that port being, as a rule stronger, if not higher. than to Lake Erie ports, the difference will be in the other direction.

The contract of Donnelly & Co., who have already arranged to complete the approaches to the new American lock, covers also the work of removing the movable dam referred to in Lieut. Cavanaugh's letter. It is not requirred, however, that the dam be removed until the opening of navigation next spring. The depth of water available for vessels passing through the new lock will therefore be about 16½ feet for the remainder of the season, unless further inducements should be held out to the contractors to complete the work this year.

NOTICE TO MARINERS.

CHANGE OF BUOYS AT MOUTH OF RIVER DETROIT.

The Canadian department of Marine and Fisheries gives notice that the Canadian buoys on the east side of hte dredged channel at the mouth of the River Detroit, Lake Erie, have this season been rearranged and increased in number. The channel has been dredged by the American Government to a width of 800 feet, its axis being a straight line joining Detroit River Lighthouse (American) and Bois Blanc Island Lighthouse (Canadian).

The Canadian bouys marking the east edge of this dredge, cut are now seven red wooden spars. They are situated approximately 400 feet East of Center line of the above dredged channel, and are respectfully 4462, 5532, 6927 (approximately), 8221, 10029, 11365 and 13525 feet above Detroit River Lighthouse. This last mos northerly buoy is ab 186000 feet below Bois Blanc Lighthouse. The above distances are measured along the axis of the channel to points immediately opposite to the buoys.

W. A. Livingstone says very few vessel men know that the St. Clair Flats canal regulations apply as well to the canal approaches, as to the canal itself, and that consequently the majority do not slow down to regulation speed in the approachs, only slacking just before entering the canal. The approach from Lake St. Clair is about three miles long and that from above, two or three thousand feet; and in not complying, vessels are liable, just the same as in the conal.

THE MARINE RECORD, of Cleveland, has issued in handy form a directory of all the United States boats afloat on the lakes, giving the names of master and engineer. The list takes up over forty pages of closely printed type, and affords some idea of the magnitude of the lake traffic when one sees the long array of vessels engaged in it.—Collingwood Bulletin.

The building of a dry dock on Portage Lake is being considered by Houghton, Mich. capitalists.

CORRESPONDENCE.

☞We do not hold ourselves responsible in any way for the views or opinions expressed by our correspondents. It is our desire that all sides of any question affecting the interests or welfare of the lake marine should be fairly represented in THE MARINE RECORD.

HOW MANY RHUMB-LINES.

To the Editor of The Marine Record:

In your issue of May 28th, I am cited by our friend G. W. L., of Washington, to show by what authority, if any, besides my own, I presume to utter the "erroneous idea" that there are two rhumb-lines to be considered in the science of navigation.

As he appears to be anxious that this "error," which we might call a nautical heresy, should not become current among vesselmen, I hasten to answer. But I would suggest that this heresy is on the other side of the house—that the blind eye is on the other horse, as a very little investigation will show.

I will show him the two rhumbs—or if it will be less offensive, or less heretical—we will say the two forms of the same rhumb, side by side, when he can see their difference, and how they are derived from the same course.

To illustrate this idea, we will state a case, say on Lake Superior, from Whitefish Point Light, to the light at the mouth of the canal at Duluth. These two lights being on the same parallel within the fraction of a minute, we may say the course between them is due east and west. Then a right line between them, on our new charts, will be the geographic rhumb line required. (See diagram).

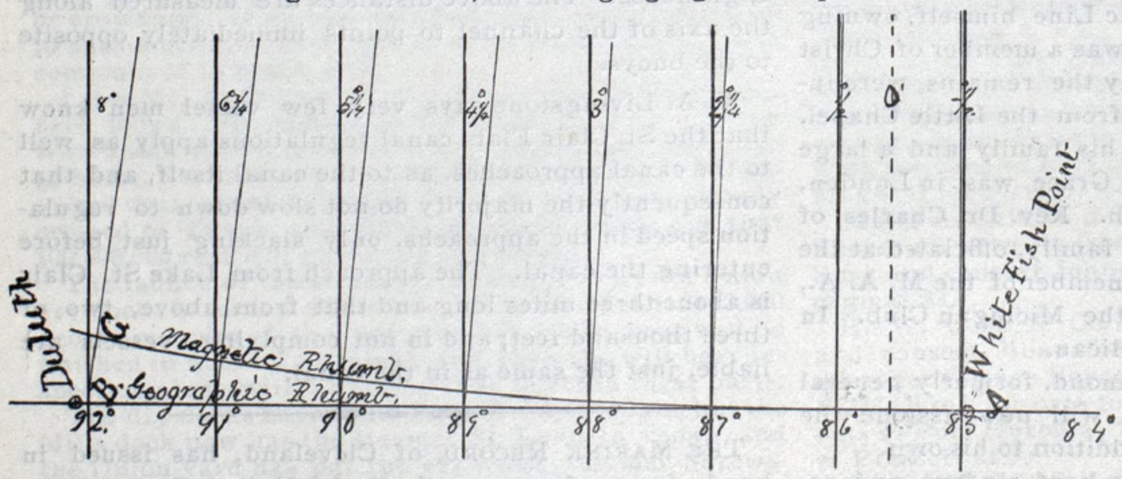
From the intersections of the several meridians with this line, set off the corresponding variation from the geographic meridians, when we have the corresponding magnetic meridian—the variation for each point being taken directly from the chart. Thus, for longitude 85° W, we find the magnetic meridian ½° to the left of geographic meridian. For longitude 86°, it is ½° to the right—2¼° to the right at longitude 87° and 8° to the right at 92° W.

In shaping course, we are instructed by the chart to apply the variation to the geographic course thereby finding the equivalent magnetic course—and thus recognizing that the course or track of ship is referred to the magnetic meridian is shaped from them, though it was derived from the geographic meridians—a very different thing.

Now, as the relation of these magnetic meridians to the geographic rhumb is very different from that of the geographic meridians, the rhumb produced from them by any course, will be very different from the geo graphic rhumb.

Here we have in a nutshell the reason of the two rhumbs from the same course, and if our friend can disprove the construction, he can disprove the deduction of Euclid's logic. As the variation at the point of departure is practically nothing, the reading of the magnetic card will also be due west, thus crossing the magnetic meridians at right angles, the convergency of these meridians giving a curvature to the ship's track or rhumb.

Here we have the right line A. B., as the geograghic



rhumb, leading ship directly to Duluth light,—while the curved line A. C. is the magnetic rhumb, leading ship to a point some 24 miles to the north of Duluth, on the mountain. (This problem is, of course, hypothetical, ignoring the rocks on Keweenaw Point.)

The difference between these two rhumbs, has been a stumbling block for our shipmasters ever since our history on the lakes began. They have never been able to see, nor do they know to this day, why, when their compasses are correct, their courses correct and correctly steered, they cannot make their objective point without so much uncertainty in their landfall.

This difference at sea, where the change of magnetic variation is much less and where the searoom is greater, is seldom so great as to cause inconvenience, or to attract attention; but on the lakes it is of vital importance—a matter of serious moment, in dark weather, causing anxiety, dread and distrust of the compass, and not infrequently serious disaster—all from the more rapid change of the variation.

It was with the view of eliciting discussion of the subject, for the purpose of drawing out some plan of reducing the difference between these rhumbs so as to make the ship's track correspond more nearly with the theoretic rhumb-line, that I presented the subject.

With regard to the authorities presented by our friend to show that there is but one kind of rhumb-line, I wish to say that he has failed in a signal manner. His first authority, (Johnson's cyclopedia) defines both of my rhumb-lines fully, accurately and concisely—could not have done it better myself. Whether the author wrote from a clear knowledge of the difference of the two rhumbs or merely better than he knew, or better than his diciples know, we cannot say, but certain it is that he has met the case fully and correctly. He says, "*Rhumb*, in navigation, the track of a ship sailing on a certain course." This is our magnetic rhumb pure and simple. "A rhumb cuts all the meridians at a certain angle,"—this is our geographic rhumb with the same precision. Others merely define the theoretic or geographic rhumb-line.

The United States authority, knowing the difference between the ship's track and the rhumb-line, put a saving clause into their definition and give us to understand that "while the ship makes the same angle with all the meridians she crosses, the track is called a rhumb-line," They are quite safe in calling the ship's track the rhumb-line on this condition, for no ship, as we have seen from the preceding discussion, ever sailed on the geographic rhumb, when steered to a constant magnetic course. See "J. H. C. Coffin,"—"Pryde," in the MARINE RECORD of May 28, page 6.

H. C. PEARSONS.

THE LIBRARY TABLE.

"Rigs and Makeshifts of the Small Boat" is the title of an illustrated article that Dudley D. Parker contributes to Harper's Round Table dated June 2d. It is of special interest, and will commend itself to yachtmen's attention, as it contains many practical hints and suggestions on the handling of yachts.

We are indebted to Secretary George F. Stone, of the Chicago Board of Trade, for a copy, handsomely bound in cloth, of the thirty-eighth annual report of the trade and commerce of Chicago. Its contents consist of business statistics of the fullest character, the lake figures being particularly well represented.

The North American Review for June opens with a most suggestive and practical paper by Mr. Andrew Carnegie, entitled, "The Ship of State Adrift," in which he points out the deterioration, since 1890, of the United States in national wealth and commercial prosperity and in plain, logical, and convincing statements, shows why such a state of things exists. The means employed to prevent danger from immigration are thoughtfully considered by Dr. Joseph H. Senner, U. S. Commissioner of Immigration at Castle Garden, N. Y. President, W. J. H. Traynor, of the A. P. A., outlines its policy and power. Hon. I. C. Parker, a U. S. district judge, writes on "How to Arrest the Increase of Homicide in America." A dozen other able papers on live topics complete the number.

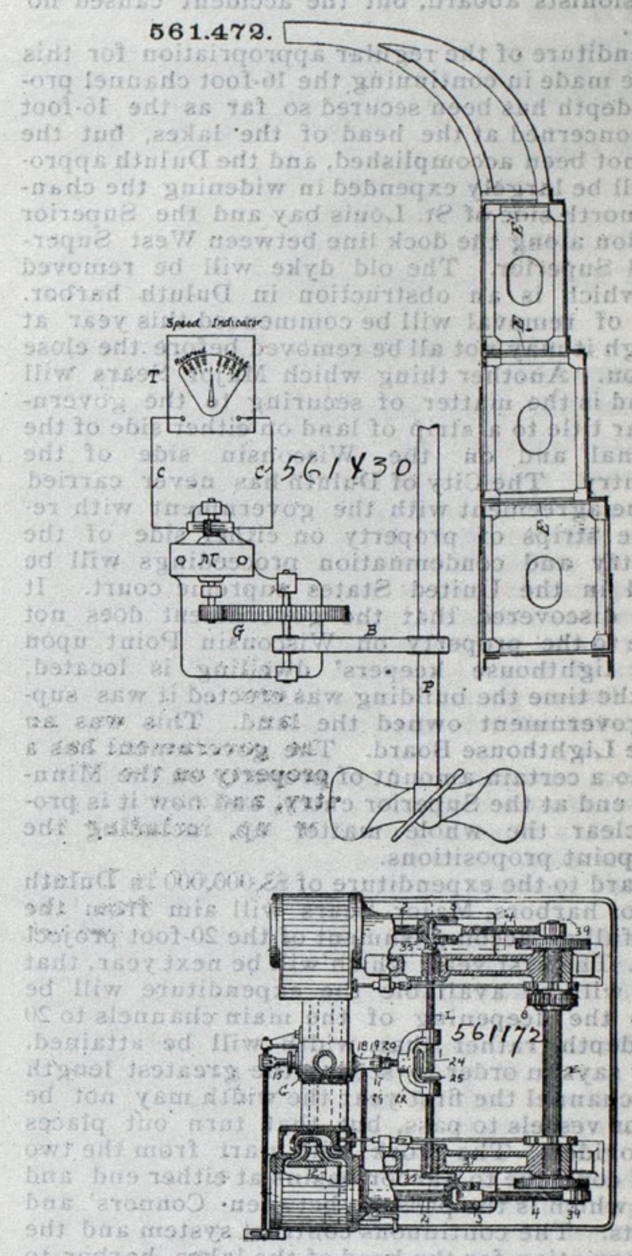
"The Shipping World," that well-known London monthly edited by Major Jones, will hereafter be issued weekly instead of monthly. It is one of the most interesting and handsome of English marine papers, and is worthy of all success.

NEW INVENTIONS.

The Chase Machine Co., of Cleveland, has received its patent (No. 561,172) on a Compensating Mechanism for Towing Vessels, for which they made application January 13, and which was illustrated and described in full in THE RECORD on May 14. The mechanical drawing of the towing machine is shown in the illustration.

Patent No. 561,430 covers an Indicator for the Speed of Revolution of Propellers, invented by Mathias Pfatischer, Philadelphia, assigner to the Electro-Dynamo Co., of Pennsylvania. The claim is for the combina-

561.472.



tion with a ship's propeller shaft or other rotary body, a magneto machine, mechanical operating connections between the said body and the said magneto machine, and an indicator-circuit for the said magneto with a suitable graduated galvanometer included therein to indicate the speed of the said shaft or rotary body.

Henry C. Ashlin, London, Eng., has secured a patent (No. 561,472) upon a Method of Construction of Vessels, which was patented in England, May 7, 1891. His claim is for the combination, in a vessel with horizontally-arranged plates, arranged upon each side of the central line of the vessel, and running longitudinally of the latter, of Z-shaped bars or double angle-irons having their horizontal potions secured to the adjacent edges of said horizontal plates, and vertical plates secured at their lower edges to the vertical portions of said Z-shaped bars.

James C. Walker of Waco, Tex., has secured a patent, (No. 561,546) on a Life Boat, which consists of a vessel having a series of indepently disposed water-tight compartments, and longitudinal pipes communicating with the sea, having hydraulic propulsion means for forcing the water to the outside of the vessel.

The Continental Iron Works, Brooklyn, N. Y., have recently supplied Morison Suspension Bridges to the Atlantic Works, East Boston, for steamer Ethelred; Union Iron Works, San Francisco, for steamer Queen; Hugh Ramsey, Perth Amboy, for U. S. light house steamer Rose; E. Hodge & Co., East Boston, for steamer Saxon, and Howard & Roberts Boiler Works, Buffalo, N. Y., for the wooden steamer William H. Gratwick. They have also supplied the Harlan & Hollingsworth Co. with a plant for the Montauk and City of Chester.

NOTICE TO MARINERS.

LAKE ST. CLAIR TWENTY-FOOT CHANNEL.

Notice is officially given that, on May 10, 1896, a light was established on each of the three five-pile clusters recently erected by the Lake Carriers' Association on the southeasterly side of the completed portion of the twenty-foot dredged channel in the SW. part of Lake St. Clair, as follows:

Lower Entrance Beacon.—A fixed white lantern light, 15¾ feet above lake level, on the cluster on the SE. side of the channel at the lower entrance and about 7-16 mile W. by S. from Grosse Pointe Beacon. Middle Beacon, NE. ¼ E., ¾ mile; Windmill Point Lighthouse, WSW. ½ W., nearly 1⅞ miles; outer end of Fisher's Dock, N. ⅝ W., 1¼ miles.

Middle Beacon.—A fixed white lens-lantern light, 15¾ feet above lake level, on the SE. side of the channel about 7-16 mile N. by E. ⅝ E. from Grossepointe Beacon. Upper Beacon, NE. ¼ E., about 1 3-16 miles; Lower Entrance Beacon, SW. ¼ W., ¾ mile; Windmill Point Lighthouse, SW. by W. 13-16 W., 2 9-16 miles; outer end of Fisher's Dock, NW. 3-16 N., about 1 mile.

Upper Beacon.—A fixed white lens-lantern light, 15¾ feet above lake level, on the SE. side of the channel nearly 1⅜ miles SE. by E. from Grosse Pointe Beacon, SW. ½ S., nearly 1⅝ miles; outer end of Fisher's Dock, W. ¼ S., about 1 9-16 miles.

GROSSE POINTE.—On May 10, 1896, the fixed red and fixed white lens-lantern lights heretofore shown at this station, in the southwesterly part of Lake St. Clair, were permanently discontinued.

GROSSE POINTE LIGHT VESSEL NO. 10.—On May 10, 1896, the station of this vessel was changed to a point about 1 3-16 miles NNE. 7-16 E. from her former station and just above Bouy No. 16 on the SE. side of the upper end of the completed portion of the dredged channel. The vessel lies approximately in line with the temporary beacon lights established on the same date and on the same side of the channel. Grosse Pointe Beacon, SW. ⅛ S., nearly 2 9-16 miles; Windmill Point Light house, SW. by W. ⅛ W., nearly 4 11-16 miles; Grosse Pointe, W., nearly 1 15-16 miles; Milk River Point, N. 15-16 W., 4 3-16 miles.

Vessels are requested to keep to the northwesterly side of the new channel in order not to interfere with the sweeping of the opposite side.

RACINE PIERHEAD LIGHT STATION.

Official notice is given that, on or about June 18, 1896, a fixed red light of the sixth order will be reestablished in the old pierhead light tower recently removed to a point, on the outer end of the extended N. pier, about 950 feet to the eastward of Racine (Root River) Light house, entrance to the harbor of Racine. The focal plane of the light will be 35½ feet above mean lake level.

With Racine (Root River) Light (white) the new light will guide clear to the northward of Racine Reef, by keeping the white light open to the northward of the new red light.

On the same date the fixed red lantern light now shown at a point about 800 feet to the eastward of Racine (Root River) Light will be discontinued.

On the same date a fog bell will be established at this station, to be struck by machinery during thick or foggy weather, a single blow every 20 seconds. The bell is suspended from a frame in front of the pierhead tower.

NOTES.

Commander J. H. Dayton, U. S. N., Inspector Ninth Lighthouse district, gives notice that the red second class can buoy on Peshtigo Shoal, Green Bay, Wis., which was reported adrift, has been replaced.

The Hydrographic Office calls the special attention to masters to the fact that the Lighthouse Board Bulletin, which is issued monthly, is the only government publication giving the changes in the bouyage and day markings of the channels of the Great Lakes. It is recommended that this portion of the bulletin be cut out and exhibited where masters will have the opportunity of noting changes.

THE PATHFINDER-MEDINA CASE.

In the St. Louis county district in the case of S. F. White (as administrater of the estate of Jacob Wasser deceased) against W. S. Singer, the court directed a verdict to be rendered for the defendant Singer. This ends a somewhat sensational case arising from the Pathfinder-Medina collision, in which Jacob Wasser was drowned last fall. The case has been tried twice, the jury in the first trial awarding Wasser's estate $750 as damages. A new trial was obtained with the above result. It may be proper to mention in this connection that the above verdict is a complete exoneration of Capt. Henry Dietzel, who was in command of the Medina at the time of the collision. Not alone does this verdict clear Capt. Dietzel, but he has received back his papers from the board of inspection, which were taken from him at the time of the accident, and this also goes to show that the marine inspectors consider that Capt. Dietzel was not to blame for the death of Wasser. The next, and probably the last act of the tragedy, will be suit for damages by the Pathfinder's owners, the Inman line, against the Medina, which will probably come to trial at the next sitting of the United States court in this city.—Northwestern Miner, Duluth.

The directors of the Great Northern Transit Company of Collingwood, Ont., and the North Shore Navigation company of the same place, have been discussing the advisability of taking the finest steamer from each line, and running from Detroit to the Sault. The two steamers proposed are the Majestic and City of Collingwood.

FLOTSAM AND JETSAM.

Capt. James Davidson's mills and shipyard at West Bay City had two very narrow escapes from fire one day last week.

The Shenango No. 1 is out of commission for the present, the No. 2 being able to take care of all the trans-Lake Erie traffic.

W. J. Bell, the well-known Sault photographer, has made arrangements by which he will conduct news stands on the North West and North Land while they are in commission.

Capt. Thomas Quayle, an old time vesselman of Grand Haven, Mich., is dead at Los Angeles, Cal. He commanded the schooner Evelyn, and was well known around the lakes.

Dr. G. W. Roby, of Detroit, will certainly be closely connected with the Waldo-Choctaw collision case, as he owns stock in the Lake Superior Iron Co., owners of the Choctaw, besides being a large shareholder in the Waldo.

On Tuesday of last week the S. J. Murphy's cargo of 1919 tons of ore was discharged on the D. & M. docks in twelve hours. The work was done with three derricks and the ore was loaded into carts and weighed.—Toledo Blade.

The McMyler coal car dumping machine, working all the time for a week except one day and two nights, shows a record of 16 vessels, with a total cargo record of 28,000 tons. This means more than two boats a day, and 4,000 tons every twenty-four hours.—Ashtabula Beacon.

The Canadian Pacific and Soo Line roads have made arrangements whereby they can load at Windsor Uuited States goods which have been shipped from the east in bond through Canada and are destined for the Northwest. Heretofore these goods have been carried in cars to Chicago, and sent to the Northwest by rail also. Now they will be taken to Gladstone and manifests in duplicate forwarded to the collector there.

Harbor Master Hoflin, of Tacoma, reports for May: Imports—Two cargoes oriental merchandise per steamers Tacoma and Victoria, $285,878.75; total imports five months, $1,183,878.85; same period 1895, $2,352,250. Exports—122,931 bushels wheat, to Liverpool, $77,450; 13,313 barrels flour, to Hong Kong, $38,436.27; 9,920,230 feet of lumber, Australia and coast ports, $96,989; 23,155 tons coal, coastwise, $69,465; 10,003 cases canned salmon, to Liverpool, $50,015; miscellaneous merchandise to China and Japan, $79,800; to British Columbia, $23,249.43; total, $35,404.70; total exports five months, $2,679,205.24; exports same period last year, $1,963,101.93. Inward registered tonnage for May, 53,293; outward, 41,510; inward cargo tonnage for May, 3,613; outward, 51,300; deep sea arrivals, 37; departures, 36.

REPORT OF FREIGHT AND PASSENGER TRAFFIC TO AND FROM LAKE SUPERIOR

FOR THE MONTH OF MAY, 1896, INCLUDING STATISTICS OF THE UNITED STATES AND CANADIAN CANALS AT SAULT STE. MARIE, MICHIGAN, AND ONTARIO.

EAST BOUND.	May, 1896.			May, 1895			Total to June 1, 1896.		
ITEMS.	U. S. Canal.	Canadian Canal.	To t al.	U. S. Canal.	Canadian Canal.	Total.	U. S. Canal.	Canadian Canal.	Total.
Copper, net tons	20,369	908	21,277	18,227		18,227	24,177	908	25,085
Grain, other than wheat, bushels	2,795,061	903,037	3,698,098	.....		.....	3,372,061	903,037	4,285,098
Building stone, net tons	1,907	.....	1,907	2,905		2,905	1,907	.....	1,907
Flour, barrels	577,013	183,903	760,916	1,428,853	Not open	1,428,853	846,013	183,903	1,029,916
Iron ore, net tons	922,550	341,418	1,263,968	1,045,129	to	1,045,129	1,001,866	341,418	1,343,284
Iron, pig, net tons	943	2,140	3,083	6,983	naviga-	6,903	943	2,140	3,083
Lumber, M. ft. B. M	109,274	1,038	110,312	87,159	tion.	87,159	109,778	1,038	110,816
Silver ore, net tons	.....	.....	.....	.....		.....	.....	.....	.....
Wheat, bushels	9,169,672	3,018,032	12,187,704	4,662,390		4,662,300	11,261,922	3,018,032	14,279,954
Unclassified freight, net tons	14,481	2,111	16,592	11,002		11,042	14,999	2,111	17,110
Passengers	613	418	1,031	917		917	635	418	1,053
WEST BOUND.									
Coal (hard), net tons	49,133	12,410	61,543	48,138		48,138	51,753	12,410	64,163
Coal (soft), net tons	263,176	66,271	329,447	38,893		38,893	343,220	66,271	409,491
Flour, barrels	50	.....	50	150	Not open	150	62	.....	62
Grain, bushels	.....	.....	.....	10,250	to	10,250	1,109	.....	1,109
Manufactured iron, net tons	14,394	.....	14,394	11,128	naviga-	11,128	14,894	.....	14,894
Salt, barrels	22,292	.....	22,292	56,312	tion.	56,312	33,812	.....	33,812
Unclassified freight, net tons	42,252	8,404	50,656	43,196		43,196	51,334	8,404	59,738
Passengers	638	251	889	904		904	679	251	930
East bound freight, net tons	.....	.....	2,003,087	.....	.....	1,525,712	.....	.....	2,188,275
West bound freight, net tons	.....	.....	464,564	.....	.....	150,169	.....	.....	558,560
Total	.....	.....	2,467,651	.....	.....	1,675,881	.....	.....	2,746,825

MAY.—Total craft, United States, 2,341; total craft, Canadian, 680; total registered tonnage, United States, 2,257,593; total registered tonnage, Canadian, 624,933.

MARINE RECORD

(ESTABLISHED 1878.)

PUBLISHED EVERY THURSDAY BY

THE MARINE RECORD PUBLISHING CO.,

[INCORPORATED.]

GEORGE L. SMITH, President.

CLEVELAND, Western Reserve Building, Fourth Floor.

CHICAGO, Royal Insurance Building, Room 308.

C. E. RUSKIN, ... MANAGER.
W. L. MCCORMICK, ... EDITOR.
THOMAS WILLIAMS, Chicago, . . ASSOCIATE.

SUBSCRIPTION.

One copy, one year, postage paid, . . . $2.00.
One copy, one year, to foreign countries, . $3.00.
Invariably in advance.

ADVERTISING.

Rates given on application.

All communications should be addressed to the Cleveland office.

THE MARINE RECORD PUBLISHING CO.,
FOURTH FLOOR, WESTERN RESERVE BUILDING,
CLEVELAND.

Entered at Cleveland Postoffice as Second-Class Mail Matter.

CLEVELAND, O., JUNE 11, 1896.

SAULT TRAFFIC FOR 1896.

Notwithstanding the threats of scant shipments which ore dealers have all along been holding out, the month of May was a record breaker. The total number of craft passing through the two canals in the month was 3,021, an increase of 508 over May, 1895, also an exceptionally lively month. The total registered tonnage of these boats was 2,882,526, an increase of 538,280 over May, 1895. The average size of the boats was 954 tons net.

The total ore shipments for the month just closed were 1,128,543 gross tons, as compared with 933,151 for May, 1895. Up to June 1 this year the total is 1,199,361 gross tons. About one-sixth of the season is represented by the above sum, and as the depth of the canal will be increased, it may be considered as certain that there will be an increase in shipments later on. Allowing, however, for an unexpected rush in the grain movement, and no increase in the shipments of ore, it is perfectly reasonable to compute the 1,200,000 tons as normal, which would bring the total shipments from Lake Superior mines considerably above 7,000,000 tons, and there is every reason to anticipate that the amount will far exceed that brought down last season—7,198,401 tons. If Escanaba's shipments keep up to last year's average, and they have been larger so far, with a heavier movement from Gladstone, the total for the season will again beat all records. Escanaba and Gladstone shipments for this season up to June 1 are estimated at about 800,000 tons, which brings the total up to 2,000,000 tons, and the season's estimate to more than 12,000,000 tons.

Coal shipments, too, show a very large increase over last year. The total shipments of anthracite to Lake Superior for May were 61,543 tons, as compared with 48,138 tons last year, an increase of more than 20 per cent; and soft coal shipments to the same lake for May are nearly ten times the amount shipped last year, when a strike prevailed in the coal mines. The figures are 329,447 for May 1896, against 38,893 for the same month of 1895. Coal shipments will probably lighten up in midsummer, but a much heavier movement than last must be counted for this season, in spite of all this nonsense about all-rail haulage. The total anthracite shipments to Lake Superior up to June 1 were 64,163, and the total bituminous 409,491 tons. The total bituminous coal passing through the Sault all last season was but 2,133,885 tons.

The wheat movement was nearly three times what it was for May 1895. Vessels men will see by examining the table on Page 7 that they need have no fears for the future.

A BEAR STORY.

A few vesselmen allowed themselves to be really disturbed last week over a statement that the railroads were about to make inducements which would make it cheaper to transport coal from the mines of Ohio and the Pittsburg and West Virginia districts to St. Paul and other cities of the Northwest cheaper than by lake. It was represented that the freight from the mines to the lakes would be saved, in addition to the 15c per ton for loading, the 35c lake freight, and the dock charges at the head of Lake Superior. All these aggregate considerably less than $1.50 Now, in order to argue the question clearly and fairly, Toledo should be considered as the lake shipping port. The freight from the mines to Toledo, is, by agreement, precisely the same as to any other Ohio shipping port. The expense to the railroads of hauling this coal to Toledo would be the same whether forwarded from that point or that locality by rail or by lake. The expense of hauling it the rest of the distance to St. Paul, about 1,000 miles, would be, very little less in proportion than is the 200-mile haul from the mines to Toledo. The expense, therefore, of shipping through by rail would, therefore, be just six times the cost of hauling to a lake port. It is absurd to suppose that the railroads can do six times the work, under the same expense, for not more than double the freight from the mines to the lakes. The water transportation is more rapid, and has no drawbacks except that of breaking up the coal.

While the earnings of railroad equipment would be less to the trans-Ohio companies when their cars were off on other roads than when at work on their own lines, this argument has not been put forth, nor has anything been said about the huge immediate outlay that would be necessary on the part of the railroads for new equipment to take the place of that scattered all over the Northwest. There would be little to bring back in these cars, and fully 90 per cent of them would have to return empty. It is not necessary to dwell on these points, as they can be so readily comprehended. It should be considered, also that the railroad, mining and dock companies are so closely interwoven as to their personnel that any attempt at such a movement would meet with unsurmountable opposition. High officials on two lake roads have informed THE RECORD within the week that two more coal car dumping machines would be purchased, one for Lorain, and one for Cleveland, as soon as it could be decided which was best for the purpose. If the coal mining companies, in other words, the railroads, intend to ship all-rail, why are they putting so much money into this sort of equipment?

A great deal more space than it deserves has been devoted to ridiculing this scheme, but it has been dealt with at length with the hope of inducing vessel owners to pay less attehtion to every little bluff that is brought forward, and to keep a stiff upper lip in spite of all bear stories that are circulated.

The Indiana and Illinois mines, are, indeed, making inroads upon the northwestern territory heretofore supply via the lakes. These inroads will have the effect of curtailing shipments by so much coal as is thus displaced. Due allowance must be made, however, for the growth of the Northwest in commerce and manufacture, and when prosperity once returns the western mines, with their inferior coal, will cut little figure.

ENCOURAGEMENT TO SHIPPING IN JAPAN.

As showing the desire of the Japanese Government to encourage shipbuilding in that country, a bill was recently passed through both houses there providing that a subsidy of about $6.50 per ton shall be granted to every Japanese subject building in Japan an iron or steel steamship of over 700 but under 1,000 tons, and of $10.50 per ton for a ship of over 1,000 tons, with an additional $2.60 for each unit of horse-power. Both hull and machinery must be built under the supervision of the Department of Communication, and no foreign material is to be employed unless specified by that department. The measure will come into force on October 1, and will continue in force for fifteen years.

A navigation bill has also passed both houses of the Japanese legislature providing that under certain conditions as to right of requisition by the government, a subsidy shall be given for five years from the date of construction to every iron steamship of over 700 tons burden at the following rates: 13c per ton for every 1,000 miles run at a maximum speed of 10 knots; an addition of 10 per cent to be made for each 500 tons increased displacement over 1,000 tons, up to 6,000 tons; and a further addition of 20 per cent for each additional knot in speed up to 17 knots. After the lapse of five years a continued annual reduction of 5 per cent in these amounts is to be made. This measure will also become operative on October 1, and will continue in force fifteen years.

In 1872 Japan possessed 96 merchant steamers of 23,364 tons, while in 1895 it owned 517 steamers, of 321,522 tons.

All this is in marked contrast to the policy of the American government in refusing or neglecting to enact the slight protective measures, which are all that American shipping interests ask for to enable them to take their old position on the high seas.

CURRENT FREIGHT STATISTICS.

There were 500 arrivals and 501 clearances of vessels from Duluth and Two Harbors for May, the greatest number for any May in the history of the district. The official figures of the shipments of lumber for the month fix the amount at 45,148,289 feet. In addition to this there was over 1,000,000 feet shipped from Superior. The official figures of the iron ore shipments give a total of 502,552 tons for Duluth and Two Harbors for the month. The amount credited to Two Harbors is 253,381 tons and the official figures of the ore shipment from Duluth are 315,327 tons.

Superior shipped 32,050 tons of ore and altogether Duluth, Two Harbors and Superior shipped 534,600 tons, and taking the unofficial figures of the Missabe company and the official of Superior and Two Harbors the amount is over 600,000 tons. The arrivals and clearance at Duluth and Two Harbors were 1,001 and at Superior 441, making a total of 1,442.

The report of Deputy Collector Shields, showing the arrivals, clearances, receipts and shipments at the port of Superior for the month of May, 1896, with a comparative statement for the corresponding month a year ago is as follows:

Coastwise Receipts	May 1896.	May 1895.
Arrivals and Clearances	4,116	289
Tonnage	567,861	388,444
Merchandise, packages handled	118,569	26,472
Merchandise, number tons	946	2,151
Sugar, barrels	13,020	6,800
Oil, barrels	26,810	.....
Cement, barrels	2,311	2,500
Lime, barrels	600	1,700
Manufactured Iron, tons	1,000	2,350
Iron bar, feet	100,000	.....
Coastwise Shipments.		
Wheat, bushels	3,188,000	2,335,000
Other Grain	811,000	60,000
Flour, barrels	221,540	564,920
Feed and Bran, sack	300	2,555
Lumber, feet	11,030,000	2,950,000
Shingles	11,925,000	525,000
Iron Ore, tons	32,050	.....
Copper, tons	5,909	6,392
Merchandise, packages,	1,415	1,415
Foreign Shipments.		
Arrivals and Clearances	251	30
Tonnage	25,147	2,753
Flour, sacks	.....	39,970
Flour, barrels	11,300	14,820
Wheat, bushels	380,836	647,383
Feed, sacks	1,500	.....
Pine Lumber, cubic feet	69,000	.....

Lake shipments from Buffalo for last week were: Coal, 7,750 tons; cement, 23,060 barrels; salt, 35,742 barrels; sugar, 21,104 barrels. Receipts were: wheat, 488,955 bushels; corn, 650,500; oats, 1,330,200; barley, 187,000; rye, 25,000; flax seed, 370,000; flour, 268,608 barrels; mill feed, 37,696 sacks; copper, 7,378 tons; iron ore, 4,531 tons; lumber, 4,763,115 feet; shingles. 4,000,000.

Gladstone Shipments for last week were: ore, 10,700 tons; grain, 270,000 bushels; flour, 24,000 barrels; lumber, 720,000 feet; cedar, 38,000 pieces.

John Stang's dredge Continental is at work dredging out the approaches to the old Ryan & Johnson dock. The entire dock, which is now in a wrecked condition, will be completely rebuilt and the water surrounding deepened to a depth equal to the Baltimore & Ohio docks. The old warehouse on the end will be removed. The work is being done for the National Bank of Elyria, who purchased the property some time ago from Fred P. Zollinger, formerly agent for the J. T. Johnson estate. When the extensive repairs will have been completed the docks will probably be used as a storage place for lumber.—Sandusky Register.

SHIP BUILDING AND REPAIRS.

THE LABOR PROBLEM.

Few shipbuilders are in the market for new tonnage, and while no contracts will be refused, the companies are disposed to wait until work becomes more slack, owing to the unreasonable actions and demands of the men. Since some of the late contracts last season were closed, the men in some or the yards have struck and obtained advances on four occasions. As a very large percentage in the cost of building goes to employ labor, it is seen that the continuance of this cheerful custom has a tendency to wipe out entirely all profits which had been counted upon when the contracts were closed. It was without doubt that the contract of the Cleveland Ship Building Co. to build another large 400-foot steamer for Wilson Transit Co. was kept secret since early spring for this reason.

The present condition of labor matters in shipbuilding is driving the companies to the employment of more and more labor-saving machinery. The Chicago Ship Building Co. is now experimenting with a portable riveting machine for work on hulls, and while work in lake shipyards has too many slack months to justify any immediate large investments on this line, the steady introduction of this sort of machinery is as certain as the coming of next year.

Work has not progressed very rapidly at local shipyards this week, owing to the holiday given the men in the shipyards and boiler shops to enjoy the picnic of the Boiler Makers' Association, in connection with the national convention now in session in Cleveland. This means a loss of at least two days this week, and demurrage on unfinished ships is steadily growing.

The next launch to occur will be that of the steamship Senator, building for the Wolverine Steamship Co., of Detroit, which will go into the water at the Wyandotte yard of the Detroit Dry-Dock Co., next Saturday afternoon.

STEAMYACHT ENQUIRER

W. J. Conners' fine steam yacht Enquirer, named in honor of the newspaper of which he is the owner, was successfully launched at the Union Dry-Dock Co.'s yard, Buffalo, last Saturday.

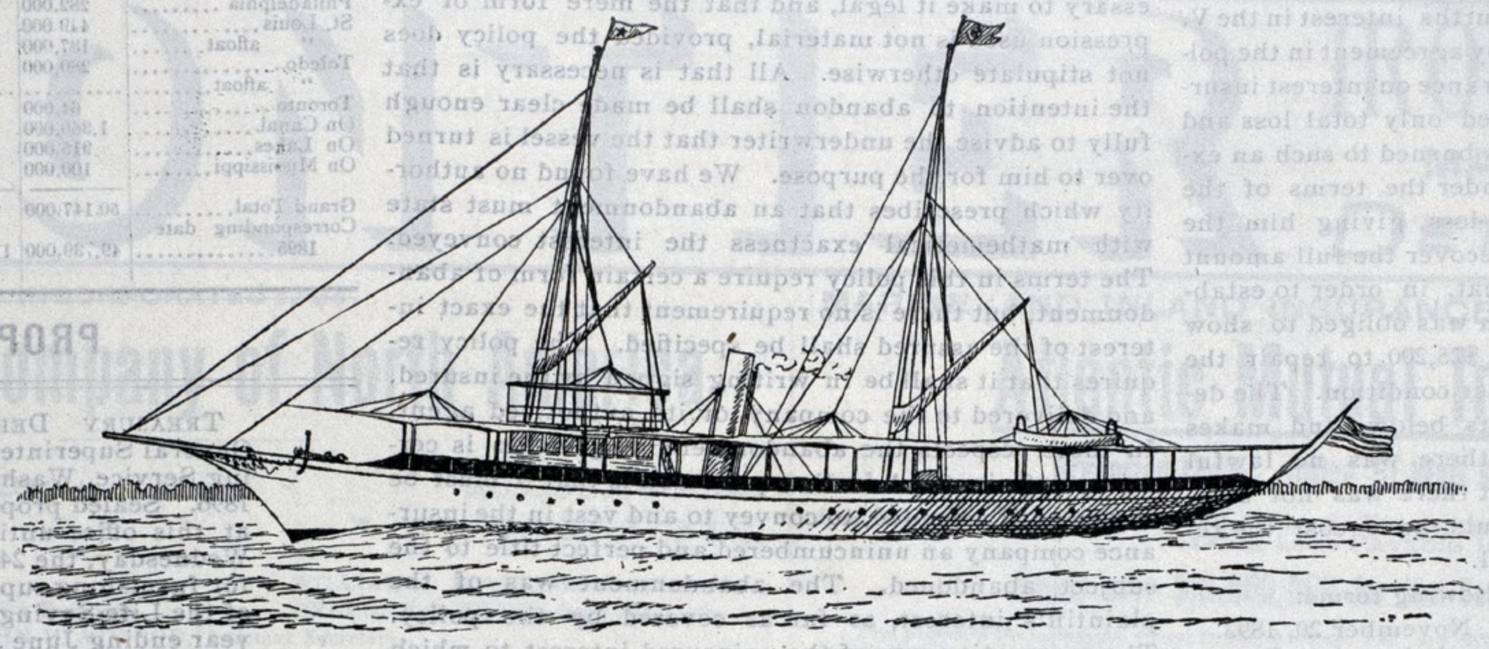
Mrs. W. J. Conners broke the traditional bottle of wine on the bow. Manager R. H. Hebard, of the Soo Line, presented the yacht with a full set of colors, which were flying when the yacht slipped into the water.

The hull, as will be noted by the illustration, is a marvel of grace and perfect contour. The yacht measures about 140 tons. Her length over all is 144 feet, with a water-line measurement of 123 feet, by 17½ feet beam and 10 feet 6 inches depth of hold. Her engine is of the triplex type, built by S. F. Hodge & Co., Detroit, with cylinders 10½, 17, and 27 by 16 inches, and her boiler is of the Taylor water-tube type, also built in Detroit, having 2,200 feet of heating surface, and tested to 250 pounds of steam. The machinery includes independent air, circulating feed and bilge pumps, and also two electric light plants of 200 lights each. There is also a search light of 7,500 candle power, and the globes of the deck lamps will be of glass in a variety of colors.

The interior finish is beautiful and surprisingly elaborate, the upholstering and cabinet work being done by skilled men from the Wagner palace car shops. The owner's stateroom is abaft the main salon, and is finished in bird's eye maple. The berths resemble the arrangement in sleeping cars, and a fine bath room adjoins the stateroom. There are six berths, three on each side, in the main salon, with locks beneath.

The sailors' quarters are in the forecastle, where are located eight folding berths, with lockers, etc. The room is finished in Georgia pine, and when the berths are stowed the apartment is a convenient mess room. Just abaft are the rooms of the captain, mate, engineer and steward. The officers' mess room is abaft this on one side, and the huge Jewett refrigerator is opposite, with a model pantry adjoining. Aft of this is the galley. It is provided with a McBean & Edge range, a charcoal broiler, and a steel-plated reservoir. The piping and canopy are all of Russia iron, with nickel trimmings. All of the smoke passes out through the main stack. The plumbing arrangement is most advantageous and convenient, the work being done by Russell & Watson, of Buffalo, who also did the brass finishing on the staircase of the main salon and in other parts of the yacht. Beneath the galley are water tanks and vegetable lockers. All the living apartments below deck have 7 feet 9 inches head room.

The construction of the yacht was under the personal direction of Mr. Edward Gaskin, of the Union Dry-Dock Co. and the joiner work was supervised by Mr. Harry Skelway. She will be commanded by Capt. Samuel Golden, who is a lake navigator of twenty-four years' experience. The yacht will carry two pole spars, and will be painted white, hull and stack, with gold stripe. Her deck is of white pine, edge-bolted, and fastened from beneath.



STEEL STEAM YACHT ENQUIRER.
Built by the Union Dry-Dock Co.

GENERAL REPAIR WORK.

CLEVELAND.—The Globe Iron Works Co.'s men, under the direction of Supt. Curr, are making a quick job on the Choctaw. The hole cut in her extended from the rail clear down into her water bottom, and was ten feet wide. She will be out Saturday night. The J. H. Wade, which damaged fourteen plates by stranding in the Sault, is in the other basin of the Ship Owners' drydock. The Cleveland Ship Building Co. is doing the repairs on her. The damage is near the stern on the starboard side of the bottom. The Siberia was in dock for a new stem and new bottom plank.

The L. R. Doty was in the Cleveland dry-dock for a new shoe. The City of Naples was in for a short time. and the Moonlight is being put in a seaworthy condition. The steamer Coralia was at the Globe shipyard Wednesday for repairs to her air pump.

CHICAGO.—At the Chicago Shipbuilding Co.'s shipyard, the schooner Oak Leaf was in dock for bottom calking; one of Dodge & Son's dredges for a general overhauling; the schooners Thos. Howland and Waukesha for general repairs. The steamers City of Rome had her hatchways enlarged.

At Miller Brothers' shipyard the steamer Petoskey was in dock for repairs to her shoe and a new wheel. The schooner Commerce is in for a general overhauling. She was ashore all winter on Seul Choix Point.

Commodore Zink, of St. Louis, who bought the steam yacht Austria here some time ago and had her nearly wrecked in the tornado at St. Louis, will send her to the Marine Iron Works here for repairs. The Austria was at first struck by the steamer Bald Eagle and slightly damaged. The wind caught her, and carried her upper works and boilers up onto the western bank when they were struck by lightning. Her strong hull was badly wrecked and her iron rudder bent, but all this failed to sink her,

James B. Bates & Co. recalked the center-board box of the schooner C. P. Minch; did some general repairs to the steamers City of Duluth and Peerless; recalked the topsides of the schooner Hattie Wells; put new steering gear in the schooner Naragansett; supplied a new fore-gaff to the schooner York State; did some deck calking on the steamer C. H. Starke; made a new timber head and anchor stock for the schooner D. L. Filer; made a new anchor stock and put some new plank in the bow of the schooner Advance; made a new anchor stock for the schooner Oneida: a new cathead and repairs to forecastle deck on the schooner T. J. Bronson; and put a new center-board in the schooner David Macy.

REPAIR NOTES.

S. F. Hodge & Co., of Detrolt, have been repairing the machinery of the Quito.

The steamer Oregon became disabled off Cleveland, and is having her machinery repaired here.

The schooner Oliver Mitchell, which was ashore at Cheyboygan, got some new planking at Gillmore's drydock Toledo, last week. The schooner Home had some calking done.

The rebuild of the schooner John M. Hutchinson, a Marine City, by Alex Anderson, is nearly finished.

The Frontier Iron Works, Detroit, made the repairs to the engine of the steamer Unique, which broke her crank pin.

The little steamer Wayne broke her crank shaft in Detroit River on Wednesday of last week, and was docked. She got a new wheel and a new piece of steel sheathing.

The steamer St. Louis is being repaired at Mills' drydock at Buffalo. The work will cost about $4,000.

The cost of the rebuilding the Merida's engines is now figured at a little less than $15,000.

The rebuild of the Britannic has been completed by Lester, of Marine City, and she is again in commission.

THE FREIGHT SITUATION

The vessel men succeed in getting the Escanaba ore rate up to 60c late last week; but the shippers loaded up heavily with tonnage, and then concertedly stood out from under, the middle of this week, letting the rate back to its old place. In this they were aided by a weaker feeling in Chicago, due to a slump in the price of wheat at Liverpool, which checked exports.

The Lake Superior rates continue steady at 95c from Dnluth and 85c bid but not taken from Marquette.

Inroads of western coal are reducing shipments to Lake Michigan at present rates, and the Milwaukee freight now off at 45c. Duluth holds steady at 35c., and same rate is accepted to Marquette, owing to the ready demand for ore shipments from that port.

Corn is paying 1⅛c. to Buffalo from Chicago, and wheat is holding at 2¾c. from the head of Lake Superior.

Lumber is steady at $1.87½ from Duluth and Ashland to Tonawanda, $1.75 to Ohio ports, and $2 to Chicago.

WRECKS AND WRECKING.

The casualties of the week were, luckily, of a minor character, and descriptions of all such as are worth recording will be found in our port letters. The loss on the steamer Alva, from sinking in the Chicago river as the result of leaving open a seacock, cost the underwriters on her cargo just $9,000.

An expedition has been fitted out from Lorain to receive the pig iron cargo, 300 tons, of the steamboat Transfer, which capsized near there just about two weeks ago.

A few weeks ago we noted the Lake Michigan Car Ferry No 1, struck a government dumping scow in Sturgeon Bay canal, a typographical error making the damage $1,000 instead of $100, which was the bill for repairing two spud braces which were broken. Capt. N. S. Randall, of the tug Perrett, informs us that the accident was not due to the length of the tow-line, as it was well shortened up at the time.

MARINE LITIGATION.

THE FAMOUS SWAIN CASE.

INSURANCE CO., OF NORTH AMERICA VS. HENRY J. JOHNSON.

1. MARINE INSURANCE—ABANDONMENT—In the absence of a requirement thereof in the policy, it is not necessary that an abandonment to the insurer of the interest of the assured, so far as covered by his policy, in a vessel of which there has been a constructive total loss, should specify the exact fractional interest conveyed.

2. SAME—WAIVER OF FORMAL OBJECTIONS.—An absolute rejection by a marine insurer of an abandonment which contains an offer to make any further conveyance or assurance of title to the abandoned vessel which may be required is a waiver of the right to object to the form of the abandonment.

3. SAME—PRESUMPTION OF TITLE.—Where a person is shown to be the owner of a ship, or an interest therein, and conveys the same, with an agreement to warrant the title as free and unincumbered, there is a presumption, in the absence of other evidence, that the title is unincumbered.

In Error to the Circuit Court of the United States for the Eastern Division of the Northern District of Ohio. Judges Taft, Lurton and Severens.

This was an action by Henry J. Johnson against the Insurance Company of North America on a policy of marine insurance. The plaintiff recovered judgment in the circuit court. Defendant brings error.

C. E. Kremer, for plaintiff in error.

Harvey D. Goulder, for defendant in error.

Taft, Circuit Judge. The action below was by Henry J. Johnson, against the Insurance Company of North America of Philadelphia, to recover the sum of $10,000, the full amount of a policy issued by the company to Johnson, as the owner of three-fourths interest in the V. Swain. The steamer was valued, by agreement in the policy, at $33,000 and the limit of insurance on interest insured was $21,600. The policy covered only total loss and general average. The vessel was burned to such an extent that Johnson claimed that under the terms of the policy it was a constructive total loss, giving him the right to abandon the vessel and recover the full amount of the policy. It was conceded that, in order to establish his right to abandon, Johnson was obliged to show that it would have cost more than $25,200 to repair the vessel and to restore it to its former condition. The defendant company made two points below, and makes but two here. The first is that there was no lawful abandonment, and the second that there was not sufficient evidence to show that it would have cost the required amount to repair the vessel.

The abandonment was in the following terms:

November 20, 1893.

To the Insurance Company of North America, George L. McCurdy, Manager, Chicago, Ill.—Dear Sir: Please take notice that I hereby abandon to you my interest in the steamer V. Swain, so far as covered by your hull policy No. 1,967, insuring $10,000 on my three-quarters interest upon a valuation of $33,600 for the whole vessel. Said steamer caught on fire, by which, on or about Oct. 10, 1893, she was so greatly damaged as to become a constructive total loss, under the terms and agreements of your said policy. In making this abandonment I reserve all the uninsured interest to which I am entitled. I further hereby warrant and agree to defend the interest hereby conveyed and abandoned to you against all and every person or persons whomsoever, and against all claims of every nature, and propose to make, execute and deliver to you any further conveyance or assurance of title which you may reasonably require.

Very respectfully yours,

H. J. JOHNSON.

CHICAGO, November 23, 1893.

H. D. Goulder, Esq., Cleveland, O.—Dear Sir: Your favor of the 22d received. I note that you have brought suit in the matter of the Swain. I received the notice of the abandonment, and hereby notify you that I decline to accept same. Is it necessary for me to notify the assured, or will this notice of declination be sufficient? I regret that the assured has seen fit to take this matter into court. * * * Yours truly,

GEORGE L. MCCURDY, Manager.

Upon the question whether the cost of the necessary repairs to restore the vessel to its former condition would exceed $25,200, so as to create a constructive total loss, the issue was fairly presented to the jury, and the jury found the fact in favor of the plaintiff. The evidence set forth in the record is quite sufficient to justify the verdict. It is not for this court, on a proceeding in error in a case at law, to weigh conflicting evidence. The verdict of the jury is conclusive upon this issue.

With reference to the sufficiency of the abandonment, it is first objected that there is no evidence before the jury to show that Johnson had an unincumbered title to the vessel, as required by the policy. Tne language of the policy upon this point was as follows:

Moreover, no abandonment in any case whatever, even when the right to abandon may exist, shall be held or allowed as effectual or valid, unless it shall be in writing signed by the insured, and delivered to the said company or its authorized agent; nor unless it shall be efficient, if accepted, to convey to and vest in the said insurance company an unincumbered and perfect title to the subject abandoned.

The evidence did show that Johnson was the owner of the interest insured. This was admitted in the pleadings. No instruction was asked from the court, based on the alleged defect in the plaintiff's proof, and we think it too late now, for the first time, in the Court of Appeals, for the defendant below to make it. More than that, we are of opinion that where a person is shown to be the owner of a ship, or an interest therein, and conveys the ship with an agreement to warrant the title as free and unincumbered, there is a presumption, in the absence of other evidence, that the title is unincumbered.

Finally, it is objected that the abandonment is not in proper form, because it does not set out the exact interest of the plaintiff intended by him to be reserved in the ship. We are not called upon to decide whether the plaintiff had an uninsured interest in the vessel, which he was entitled to reserve on abandonment, for the affirmative of the question is conceded by defendant's counsel. The only question presented to us, therefore, is whether the abandonment is fatally defective because the plaintiff did not give by the exact fraction the interest sought to be abandoned. It is well settled that no particular form of words in an abandonment is necessary to make it legal, and that the mere form of expression used is not material, provided the policy does not stipulate otherwise. All that is necessary is that the intention to abandon shall be made clear enough fully to advise the underwriter that the vessel is turned over to him for the purpose. We have found no authority which prescribes that an abandonment must state with mathemetical exactness the interest conveyed. The terms in this policy require a certain form of abandonment, but there is no requirement that the exact interest of the assured shall be specified. The policy requires that it shall be in writing signed by the insured, and delivered to the company or its authorized agent. In these respects the abandonment in question is certainly sufficient. A further provision is that it must be sufficient, if accepted, to convey to and vest in the insurance company an unincumbered and perfect title to the subject abandoned. The abandonment was of the plaintiff's interest, so far as covered by the policy. The reservation was of the uninsured interest to which Johnson was entitled. Reading the two together, all that Johnson reserved was that which was not covered by the policy. Certainly this written abandonment worked a transfer of the title to the insurance company, in accordance to the requirements of the policy, to the subject abandoned. That was its legal effect, and it could leave no doubt in the mind of the company of its right, if it chose to accept the act of abandonment, to proceed at once to take charge of the vessel and repair and sell the interest insured under the policy. If the plaintiff below had any interest which was uninsured, he, of course was entitled to hold the company as the trustee for that part of the proceeds of the vessel. More than this, even if the form of abandonment was objectionable because of the indefiniteness of the reservation, this cannot be made the basis of an objection. The abandonment was rejected absolutely, as we see from the letter of July 5th. If it was based on any formal grounds, as, for instance, the indefiniteness of the abandonment, it would have been but fair in the defendant to say so at the time. The plaintiff proposed, in his letter of abandonment, to make any further conveyance or assurance of title which might be required. This was an invitation to object to the form of abadonment if unsatisfactory. Under such circumstances, a failure to object to the forms of the abandonment at the time must be held to have been a waiver of any such objection. This is a reasonable application of the same doctrine which obtains in presenting claims for fire insurance indemnity. In such a case, if the insurer makes only a general objection to payment of the loss, on the ground that it did not exist, and points out no specific defect in the proof of loss, the company cannot thereafter set up a defect therein as a defense to recovery. The judgment of the court below is affirmed, with costs.

NEWLY ENROLLED TONNAGE.

Following is a list of lake vessels to which official numbers and signal letters have been assigned by the Commissioner of Navigation, for the week ending May 30:

Official No.	Rig.	Name.	TONNAGE. Gross.	Net.	Where Built	Home Port
121,136	Slp.	Cora	6.53	6.53	Clayton	CapeVinc'nt
136,553	Schr.	Ellen	37.57	32.88	Pincoming	Port Huron
86 351	St. s.	G, B. Raser	369.54	258.74	Ashtabula	Cleveland
96,330	St. s.	Harriet*	8.63	6.62	Chicago	Chicago

*Built in 1895.

VISIBLE SUPPLY OF GRAIN.

As compiled for THE MARINE RECORD by George F. Stone, Secretary Chicago Board of Trade, June 6, 1896:

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Albany	.....	5,000	10.000	.....	.....
Baltimore	448.000	1,001 000	252.000	28.000	.....
Boston	688,000	91 000	18 000	.....	.....
Buffalo	977.000	17,000	343,000	129.000	215,000
" afloat	.....	.....	.....	.....	.....
Chicago	14.289.000	5,072.000	1.544.000	285,000	10.000
" afloat	.....	.....	.....	.....	.....
Cincinnati	8,000	3 000	24.000	1 000	16 000
Detroit	105,000	16.000	13.000	.....	2,000
" afloat	.....	.....	.....	.....	.....
Duluth and Superior	8,508,000	.....	341 000	284,000	160,000
" " afloat	.....	.....	.....	.....	.....
Indianapolis	19.000	70.000	.....	.....	.....
Kansas City	1.064,000	65,000	31,000	29,000	.....
Milwaukee	497,000	2,000	.....	402 000	39,000
" afloat	.....	.....	.....	.....	.....
Minneapolis	17.252 000	90 000	670.000	81 000	21,006
Montreal	358.000	43.000	354,000	6 000	63,000
New York	2 195.000	1,300,000	1.594,000	65,000	4,000
" afloat	136.000	.....	242,000	.....	18,000
Oswego	.....	15.000	.....	.....	.....
Peoria	16.000	.....	135.000	2.000	.....
Philadelphia	282,000	86.000	94.000	.....	.....
St. Louis	449.000	145 000	57,000	1 000	.....
" afloat	137,000	93,000	.....	.....	.....
Toledo	280,000	59,000	20,000	99,000	.....
" afloat	.....	.....	.....	.....	.....
Toronto	64,000	3,000	91.000	.....	21,000
On Canal	1,360,000	116.000	1,078.000	29,000	98.000
On Lakes	915.000	1,325,000	1,375.000	103,000	135,000
On Mississippi	100,000	97,000	29.000	.....	.....
Grand Total	50,147,000	9,867,000	8,315,000	1,547,000	802,000
Corresponding date 1895	49,739,000	11 582 000	8.749 000	127,000	102.000

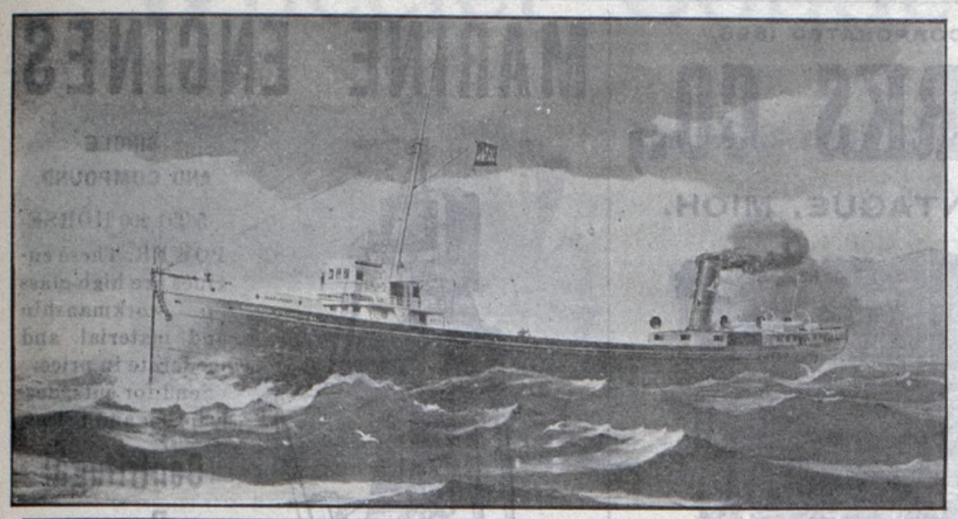
PROPOSALS.

TREASURY DEPARTMENT, Office of General Superintendent U. S. Life-Saving Service, Washington, D. C., May 28, 1896. Sealed proposals will be received at this office until 2 o'clock p. m. of Wednesday, the 24th day of June, 1896, for furnishing supplies required for use of the Life-Saving Service for the fiscal year ending June 30, I897; the supplies to be delivered at such points in New York City, Grand Haven, Mich., and San Francisco, Cal., as may be required, and in the quantities named in the specifications. The supplies needed consist of beds and bedding, blocks and sheaves, cordage, crockery, furniture, hardware, lamps, lanterns, etc.; lumber, medicines, etc.; paints, oils, etc.; ship chandlery, stoves, etc.; tools and miscellaneous articles; all of which are enumerated in the specifications attached to the form of bid, etc., which may be obtained upon application to this office, or to the Inspector of Life-Saving Stations, 24 State Street, New York City; Superintendent Eleventh Life-Saving District, Grand Haven, Mich.; and Superintendent Twelfth Life-Saving District, New Appraisers' Stores, San Francisco, Cal. Envelopes containing proposals should be addressed to the "General Superintendent U. S. Life-Saving Service, Washington, D. C.," and marked on the outside "Proposal for Annual Supplies." The right is reserved to reject any or all bids, and to waive defects, if deemed for the interests of the government. S. I. KIMBALL, General Superintendent.

23-24

U. S. ENGINEER OFFICE, 213 Woodward Ave., Detroit, Mich., May 19, 1895. Sealed proposals for furnishing all labor, materials and appliances for (E) widening channel below Islands at Little Rapids; (F) widening channel at angle, foot of Hay Lake; and (G) widening channel from dike to angle at Little Mud Lake, will be received here until 2 p. m., June 18, 1896, and then publicly opened. Information furnished on application. G. J. LYDECKER, Lieut. Col. Engineers.

21-24



GRAHAM'S

Rapid Fueling Docks, Detroit River, foot 21st Street.

No interference from Passenger or Car Ferry Lines.
Full supply of BEST STEAM COAL always on hand.
Wide stretch of river and plenty of water at dock. POCKETS and CHUTES arranged for various types of vessels, allowing QUICK DISPATCH day or night.

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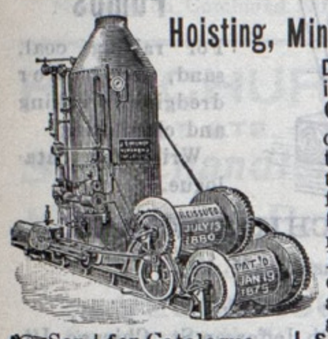

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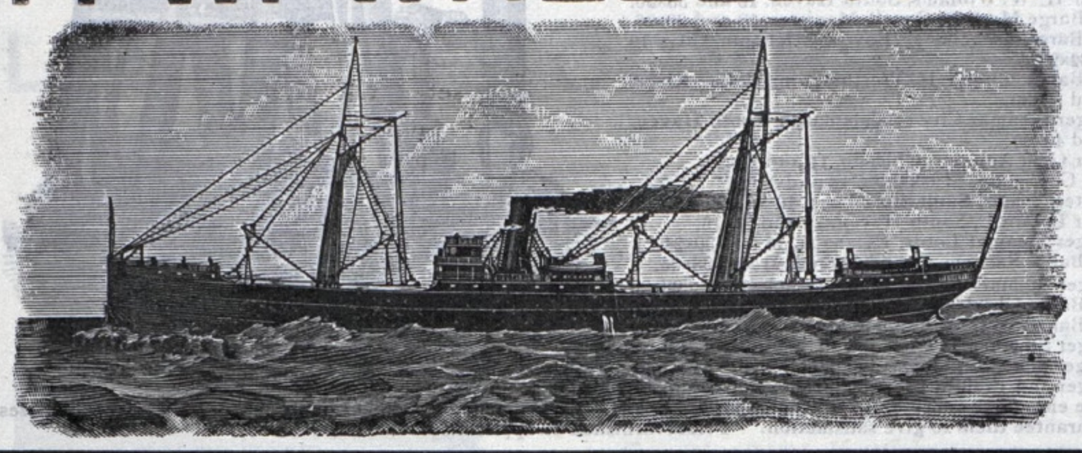

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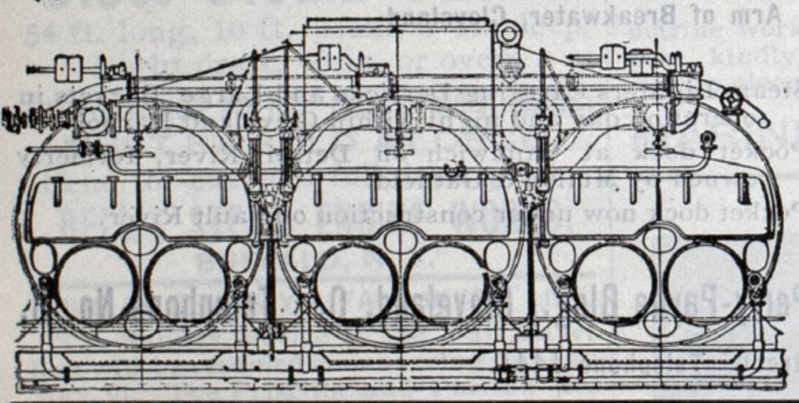

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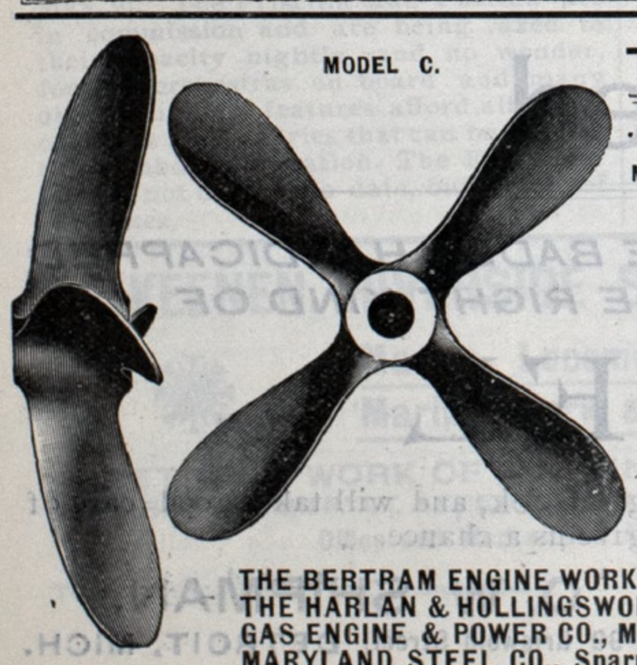

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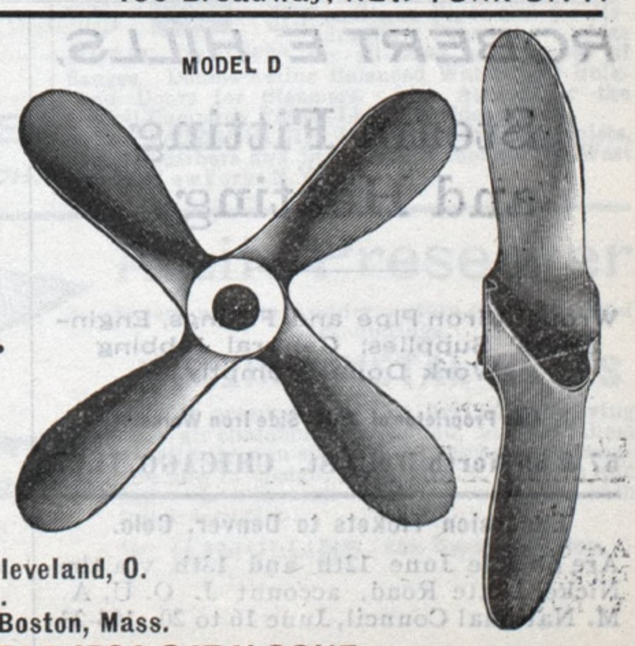

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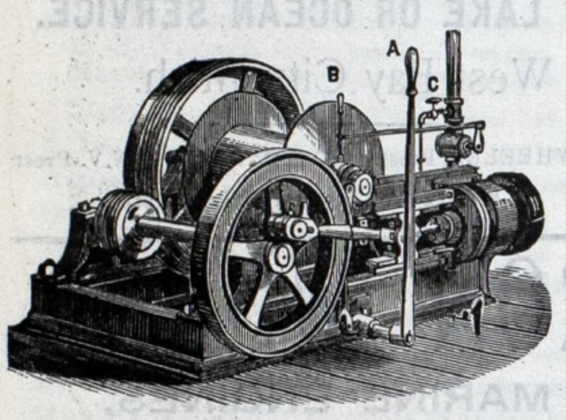

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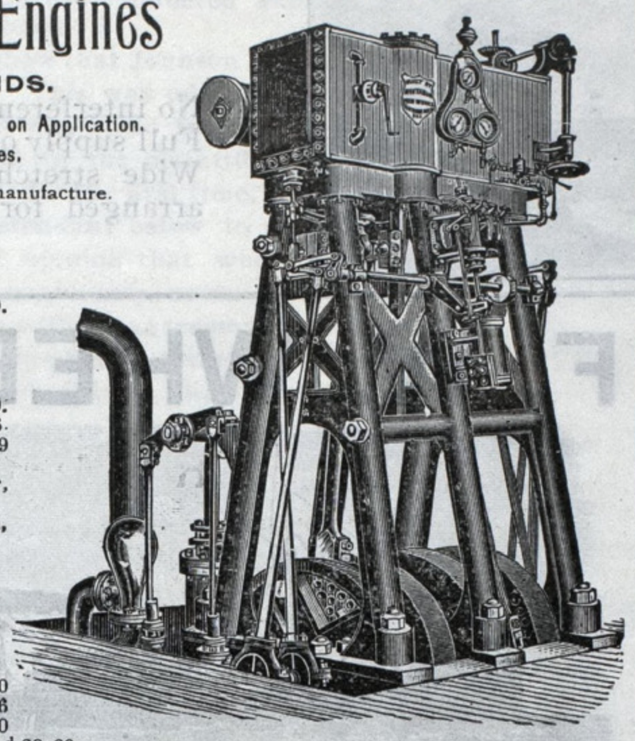

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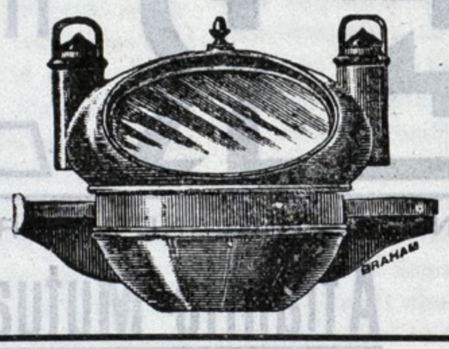

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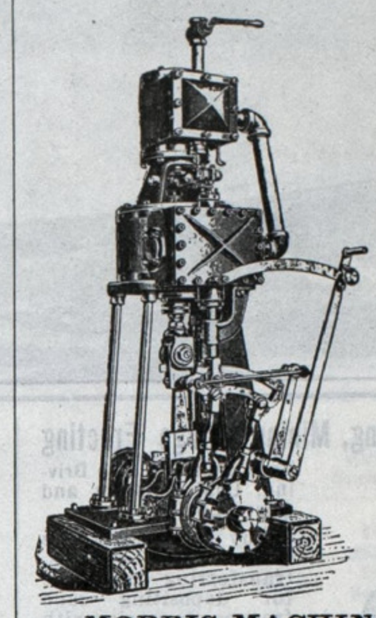

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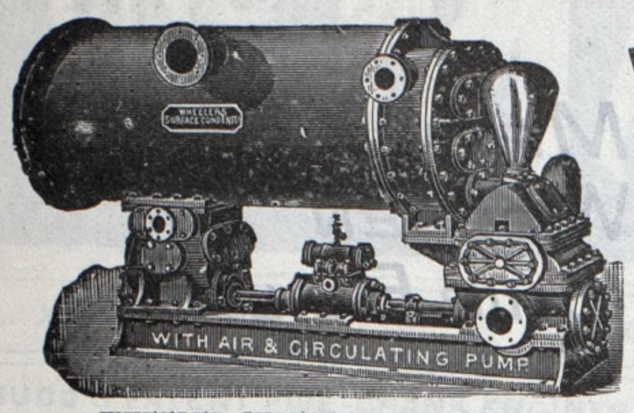

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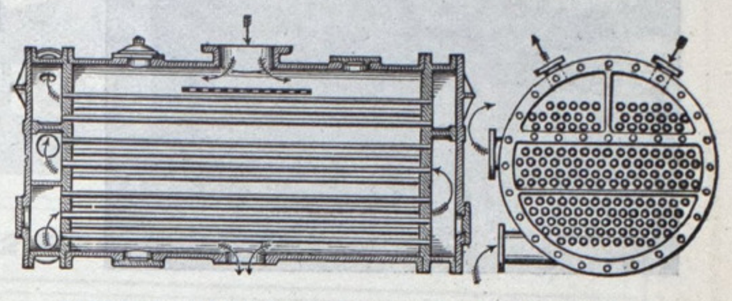

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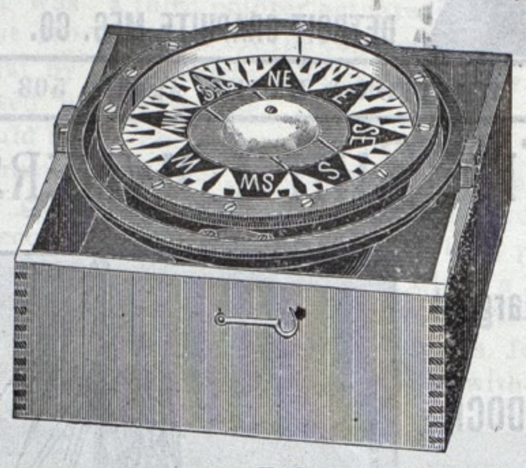

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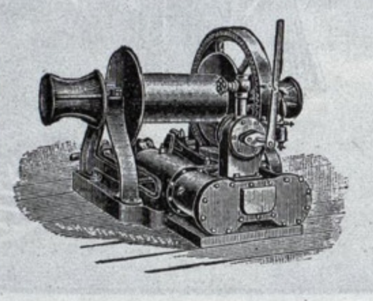

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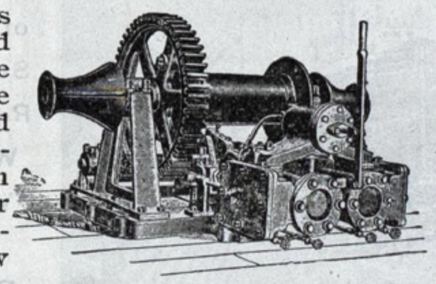

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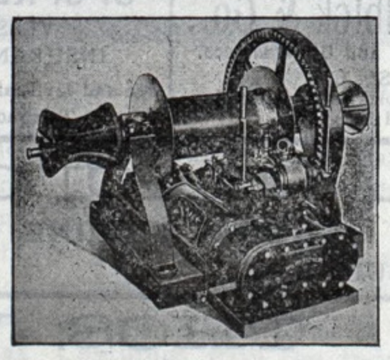

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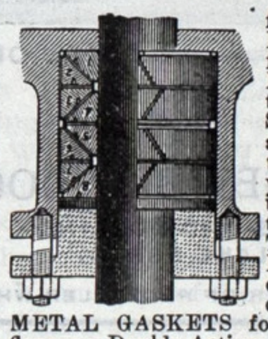

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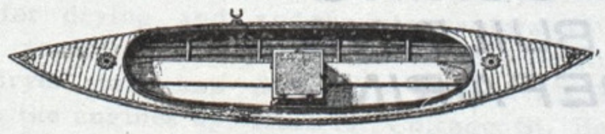

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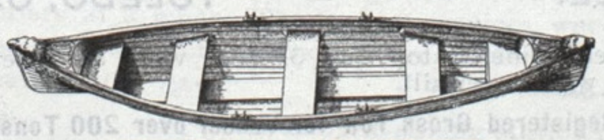

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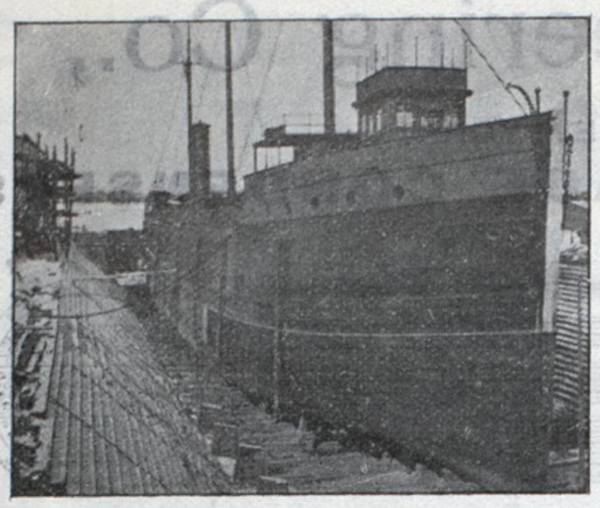

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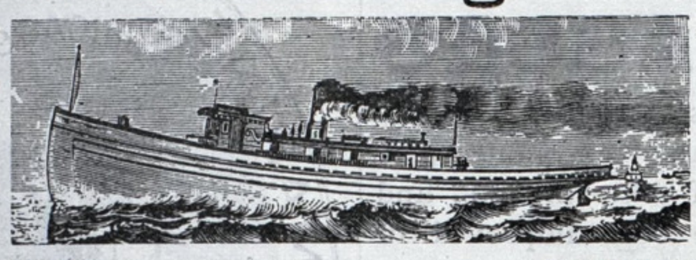

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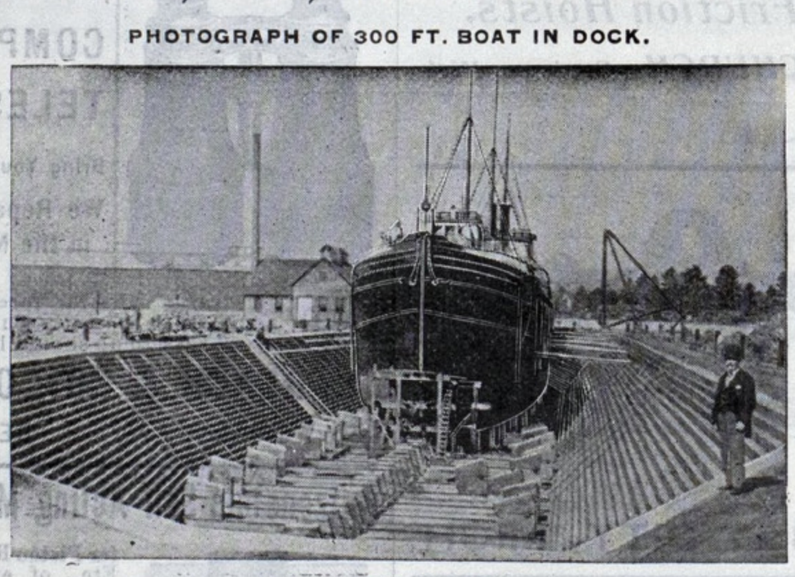

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Breadth, Top,	90 " 4 in.	Entrance, Bottom	50 "
Breadth, Bottom	52 "	Depth over Sills	18 "

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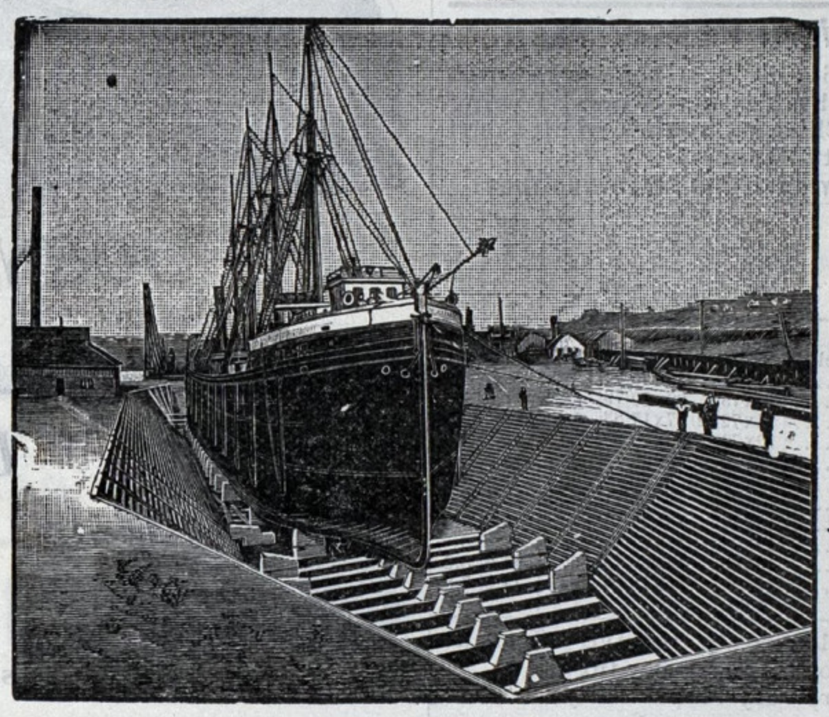

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